

November 15 1968 2/6

# AUTOSPORT

**BRITAIN'S MOTOR SPORTING WEEKLY**

*CanAm 6-Kyalami-RAC Rally guide-Brabham history*







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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper November 15 1968 Volume 37 Number 20

## editorial

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### THE CUSTOMER IS ALWAYS RIGHT

NOW that the autumn season of motor shows is over, tired men can at last go home and nurse their weary feet and aching heads. This year there has been less congestion, which has made the tasks of those who work easier to bear. Nevertheless these more pleasant conditions have been the symptom of just one thing: the public in their tens of thousands have been staying away. The London show in particular has suffered a really spectacular fall in attendances. This would not matter unduly if it merely meant that the people have found some more congenial entertainment, and with fewer frivolous spectators there is all the more room for serious buyers. Unfortunately the figures are so alarming that this cannot be the explanation, and we must look far deeper for the true cause.

The truth of the matter is that the manufacturers are making the wrong cars. Existing models get larger engines, and new cars are always more expensive. No firm likes making small, cheap cars because there is a law of diminishing returns, and it is far more difficult to make a profit however many you sell. So the manufacturers kid themselves that their customers are rich; but most of us have never had such difficulty in making ends meet. The cost of living has gone sky high, and the demand is for smaller and more economical cars.

If BLMC, for example, had introduced something as new and exciting as the Mini once was, and preferably even smaller, Earls Court would have been so crowded that it would have been almost impossible to breathe. It is fun to look at the Rolls-Royce Phantom 6 and the Lamborghini Espada, but the public want to see cars that they can buy, and with the latest credit restrictions they can afford less and less. A small car need not be dull to drive and it can positively sparkle with brilliant features of design. Time was when the 750 cc class in motor racing and record breaking became a battle ground of big manufacturers, just because the cars were derived from popular production models.

It is time to produce what the customer, who is always right, is able and willing to buy.

### our cover picture

Club saloons come up Druids Hill on the first lap of the big-capacity Redex heat at Brands Hatch on Sunday. Ken Dawes (65) and George Whitehead lead Roger Taylor's Escort TC with their pushrod Anglias, while David Alexander's Top Gear Cooper S looks for a chance on the inside. Our report is on page 33.

Photo: Peter Burn.



## Gurney quits Formula 1

## Firestone return rumoured

## Rindt to be Lotus number 2?

### No more Grand Prix Eagles

Shock news which filtered over from California early this week was that Dan Gurney has decided to withdraw completely from Formula 1 racing and terminate the All-American Racers Eagle Formula 1 programme. The decision has been taken "due to the logistics and expense involved" in participating simultaneously in F1, Indy-type USAC racing and the CanAm Series. Dan, who is 37 and has won four world Championship Grands Prix, including the Belgian Grand Prix last year with the Eagle, says that he has taken the decision with sincere regret as F1 racing is very close to his heart; however, next year he has planned a concentrated two-car offensive in the whole 10-race CanAm Series, with Swede Savage presumably as number two driver; in addition two works Eagles will be campaigned in the Indianapolis 500 and the seven USAC races that are run on road circuits.

The new premises at Ashford in Kent are not being closed, however, but will continue as a European buying base for AAR to watch developments this side of the Atlantic, and also supervise and service the Gurney-Eagle cylinder head side of AAR, which constitutes an important part of the business. Bill Dunne, AAR's team manager, is leaving at the end of the week, but Steve Matchett will stay on to run the cylinder head side.

Apparently a recent breakthrough has been made in the development of the top end of the V12 Eagle F1 engine, and development work will continue for a few months, but eventually the V12 engine will be sold. The Santa Ana facility will continue to produce the Eagle Formula A chassis, of course, and all the Formula 1 mechanics are being offered jobs in California. The bulk of the engine staff are also being retained.

### Firestone back again?

Another sensation which leaked out this week was the rumoured reversal of Firestone's fateful decision to pull out of racing. Nothing had been confirmed when we went to press, and no-one at Firestone could confirm or deny the rumour, but it seems that we may be seeing the boys in red and white around the circuits next year after all.

### GLTL next year

Player's Gold Leaf will definitely continue next season their highly successful association, now a year old, with Team Lotus. Last Monday Lotus held a cocktail party at the Carlton Tower in London to celebrate Graham Hill's and their World Championship victories. It would now seem probable that the number 2 driver at Lotus may well be Jochen Rindt, and not Jacky Ickx: in any case it is said that Jackie Oliver may not be driving for GLTL after the Tasman Series.

### Rallye Méditerranée

The Monte Carlo Rally organisers have taken a leaf out of the RAC Rally's book: faced with a demand for Group 4, 5 and 6 entries—which are not, under FIA regulations, allowed in a European Rally Championship event—they are running a separate event concurrently, similar to the RAC's European Club Rally. This will be called the Rallye Méditerranée, and will have separate classification and awards; the field will be divided into just two classes, up to and over 1600 cc.

There is also a new category for purely amateur entrants (*ie* those who receive no payment for their efforts, and have no factory or other backing). Also new is a special contest for drivers of at least 50 years of age who have competed already in at least five Monte Carlo Rallies, which will run concurrently with the event proper: all of which will, it is hoped, do something towards boosting the flagging number of entries for the Monte.

### Another for Cale

Despite feeling unwell, Cale Yarborough got his Mercury Montego to the line first in the Peach State 200 at Jeffco Speedway, Georgia, on November 3 ahead of Richard Petty's Plymouth and David Pearson's Ford Torino. The race did not affect the final placings of the 1968 NASCAR Championship, which Pearson wins with 3499 pts; second is Bobby Isaac with 3373, and third Petty with 3123.

### Foyt scores turbocharged Ford win

A. J. Foyt gave the turbocharged version of the four-cam USAC Ford engine its first win when he won the California 250 at Hanford on November 3 in his Coyote. Many thought that the winner was Joe Leonard in the Parnelli Jones-owned STP-Lotus turbine wedge, but a check of lap charts showed Leonard to be fourth—although Joe did not agree. Bobby Unser's turbocharged Eagle-Offy was second just ahead of Mario Andretti's similarly-powered Brawner, putting Unser even closer to Andretti in their battle for the USAC Championship with 3806 pts for Unser as compared to Andretti's 3888.

### Seppi honoured

After his most successful year ever—winning the British Grand Prix for Rob Walker, setting fastest lap at three World Championship Grands Prix, and spearheading the Porsche Group 6 team—Jo "Seppi" Siffert has been awarded the BP Racing Trophy, awarded annually by BP Zurich to the man or organisation who has contributed most during the year to the name of Swiss motor sport. The Brands Hatch win was the first in a World Championship race by a Swiss; his 1968 Porsche wins in-



*Having lowered the Brands Hatch club circuit record a week earlier to a sizzling 51 s dead in Alan Fraser's Mk 14 F3 Merlyn, Tony Lanfranchi did it again last Sunday with a fantastic 50.4 s—not an F3 record as it was in a formule libre race, but very definitely an outright circuit record.*

clude Sebring, the Nürburgring 1000 Kms and Zeltweg.

### Hepworths for sale

David Hepworth is now ready to build replicas of his spaceframe 4wd Hepworth FF for Formula 5000. The prototype, with 4.5-litre Traco Oldsmobile engine, has won a brace of national hillclimbs since its first appearance in September and has competed in a couple of races at Croft, in which it finished first and second, despite being about 70 bhp down on power (with the wrong distributor fitted). The car is available in either 2wd or 4wd form, costing approximately £3400 and £4500 respectively, less engine; any suitable F5000 engine can be fitted, and the 2wd car can have any desired transmission. The 4wd model, also suitable for *libre* racing, will have an ultra-light-weight transmission and the latest Ferguson Formula transaxle system as used on the prototype.

Hepworth himself will be campaigning the original car in RAC hillclimbs next year, and he will race a second 4wd car (Traco- or Bartz-Chevrolet powered) in F5000, possibly with aerofoils. David is very happy with testing so far, and is about to launch a more extensive research programme. He is extremely interested in going into F1 as a private entrant with a "name" driver, but this depends on sponsorship and the availability of a suitable engine.

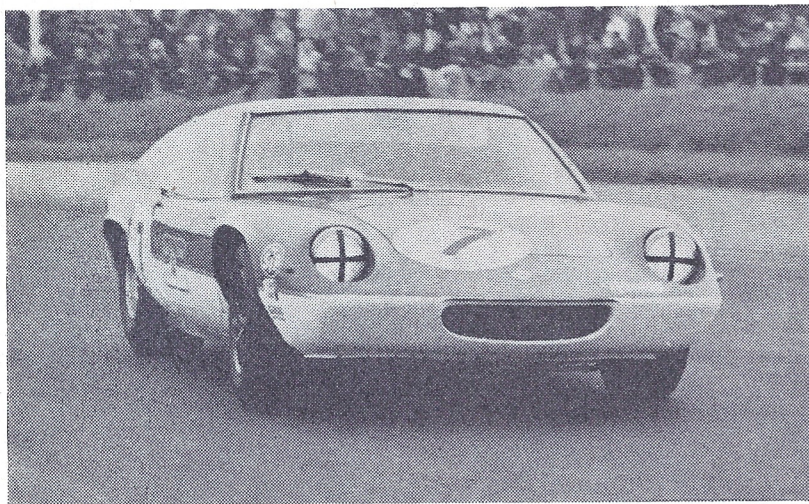
The address of Hepworth Racing is Princess Works, Brighouse, Yorks (Brighouse 2220).

### New pad for the Eng

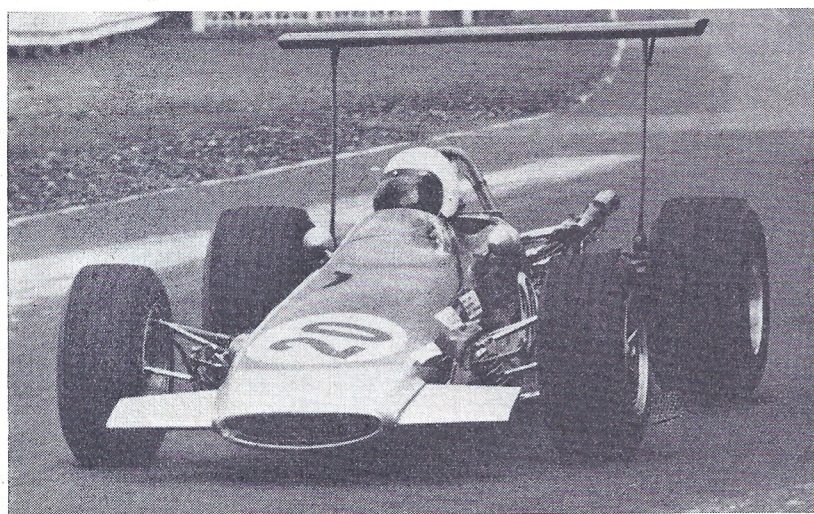
Next January C. Lucas (Engineering) Ltd will move from their familiar premises in Duke's Head Yard, London N6, to a new factory in Windover Road on the Huntingdon Trading Estate; equipment will include three Heenan & Froude dynamometers, the largest of which will have a capacity of 1000 bhp and 14,000 rpm. Development work is already under way on the Eng's Formula 5000 engine programme, and they also intend to service F2 FVA engines next year. Thirty of their 1969 batch of 100 FF engines have already been sold, and orders have been taken for 25 of next year's F3 engines.



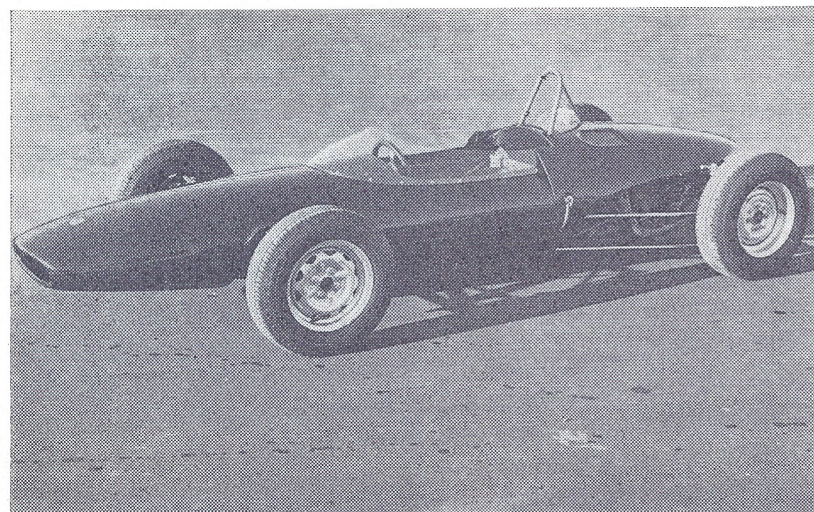
# LOTUS RACING SALES OFFER



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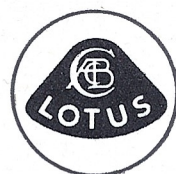


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## BRSCC Midnight Matinée

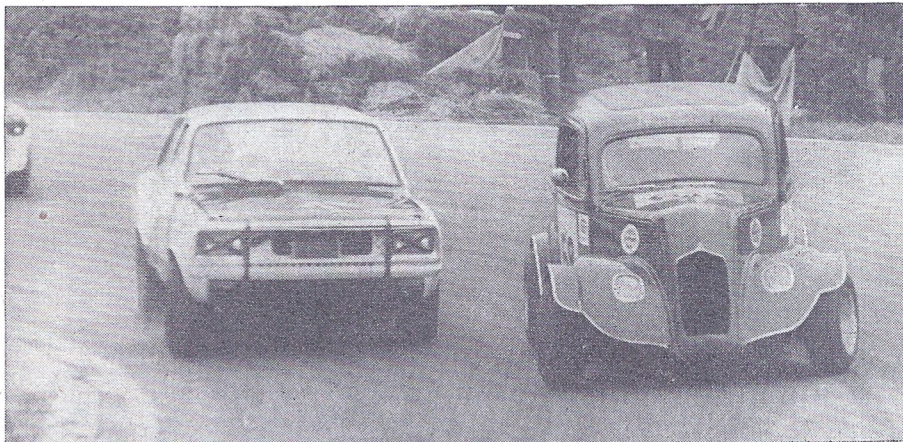
The first of the BRSCC's Midnight Matinées of motor-racing films was held last Friday at the palatial Empire Theatre in London's Leicester Square. The programme included Castrol's *The Flying Finns*, surely the best rallying film ever, with cockpit camera work on a special stage with Timo Makinen and Hannu Mikkola; Ford's *Nine Days in Summer*, a very professional production which traces the development of the Cosworth DFV engine and the Lotus 49, interspersing this with the 1967 Grands Prix themselves; and a film jointly produced by Bosch and Triangle TV of the first 1968 CanAm round at Elkhart Lake little more than two months ago—very quick work. All three were in colour. Also included were clips from Warner-Pathé newsfilm over the past year showing the British, Dutch and German Grands Prix and the BOAC 500, and a hilarious excerpt from a Castrol film about motor-cycle scrambling. The second showing at the Empire tonight (Friday) is sold out.

## Thompson calls off LSR attempt

Mickey Thompson had to abandon his land speed record attempts on the Salt Lake Flats at Bonneville, Utah, with the Ford-powered Autolite Special (see *Pit and Pad-dock* last week), due to heavy rain; on the last available day the crew had the car ready at 3.30 am, but with the dawn came heavy rain, and the runs were called off. Now the Flats have been taken over by Craig Breedlove who, like Thompson, is after the driven-wheel record with his Rambler-powered car "American Spirit."

## FF/F4/Monoposto challenge at Brands

Feature race at Sunday's Rochester, Chatham & DMC Autumn Cup race meeting at Brands Hatch is a challenge event between the three fastest low-cost single-seater formulae—Formula Ford, monoposto and Formula Four. The monoposto lap record stands to Jim Yardley's Beagle at 55.4 s; Tony Trimmer's new FF record is 55.2 s. The F4 record is held by Keith Norman's Vixen-Imp in 55 s dead, so the race, with eight representatives from each formula, should be very close. Trimmer, Yardley and Norman are all entered; other FF representatives include Tony Goodwin in James Mortimer's Merlyn and Peter Lamp-lough (Titan), while the monoposto team includes new champion Eddie Heasell (1.0 Lotus 20), Pat Sumner (Lotus 31) and Brian



Just to show that club saloon racing isn't all Minis and Anglias, John Wales in Mike Berman's 1650 Berpop and Gerry Marshall in the Shaw & Kilburn 2-litre Viva GT had a good grapple in the £700 Redex meeting at Brands last Sunday. Our report is on page 33.

Toft (Anco). In the F4 line-up are Norman's works Vixen team-mate Bernard Unett, Johnny Walker in the JW-Saab and Keith Blayney's Vixen.

The *formule libre* race, a Yazaki round, has new Yazaki champion Tony Lanfranchi in the Alan Fraser Merlyn Mk 14, Bev Bond's BT21, Norman Abbott's Abbott and Clive Lacey's BT8 GT. The 850 saloons have their own race, with another for the 1-litre, 1300 and unlimited saloons, and there are also GT/prod sports and FF events. First race is at 1.30 pm.

## Huschke retires

Baron Huschke von Hanstein, who has been Porsche's racing manager for the past 17 years and has directed the Zuffenhausen competition effort in racing, rallies and hill-climbs, is retiring from the position at the end of the year. His successor has not yet been nominated. Huschke will continue with Porsche as a press and public relations chief and personal representative of Dr Ferry Porsche.

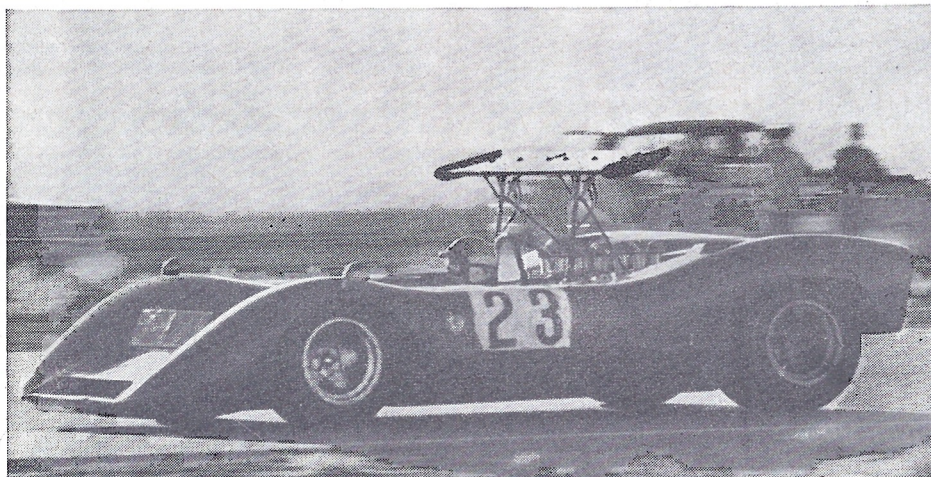
## Andruet's Tour de Corse

Jean-Claude Andruet drove his works Alpine-Renault to a tremendous victory in last weekend's Tour de Corse, winning fairly comfortably from the works Lancia of Rauno Aaltonen/Henry Liddon, who gave the new 1.6-litre version of the

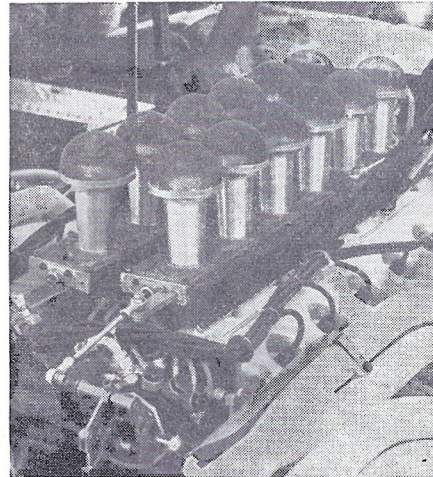
Fulvia HF an auspicious debut. The Alfa Romeo GTAs of Lucien Bianchi and Gamet were third and fourth from Pierre Maublan's BMW 2002 and the Darmiche/Demange NSU, while Pat Moss and Liz Nystrom took seventh place and the ladies' prize in another works Fulvia HF.

Surprise of the event was the retirement of Vic Elford/David Stone, when the oil filter broke on their works Porsche 911 just 5 kms from the start. Vic was very keen on winning this event, which could have scored him points in the lucrative Shell-Berre contest, and he had been on a tight schedule to allow a recce in Corsica before flying hastily to Mexico for his Cooper Grand Prix drive. Both the other works Porsches of Toivonen and Schuller retired, Toivonen going out with wrecked transmission shortly before half-distance when up with the leaders.

Jean Vinatier's Alpine put up a fine show and led the opening stages, only to retire with transmission trouble, but it might have been an Alpine 1-2 had not Jean-Pierre Nicolas succumbed to engine trouble on the penultimate stage. Much of the event was run in heavy rain, and only 15 of the 63 starters made it to the finish: the other works Lancias of Hannu Mikkola, Sandro Munari and Harry Kallstrom all retired, as did Henri Greder's Opel with a short circuit.



The 6.3-litre CanAm Ferrari finally made its appearance in the last round at Las Vegas last Sunday—only to retire with clogged injection after the multiple mix-up on the first corner of the first lap. Amon found the car very fast in a straight line in practice (left), although the handling and braking still have to be sorted. The huge V12 engine looks very impressive (right). The car is fully described on pages 12/13.





# Briefly . . .

● The BRSCC's traditional "Boxing Day Brands" this year finds itself moved to December 28, two days after Christmas. Boxing Day Mallory is still being held on December 26, as are Croft and Lydden.

● Clive Baker has bought the Techspeed Chevron-BMW B8 which Chris Craft drove with such success earlier this year and is rebuilding both car and engine with a view to taking in the long distance classics next year. His probable co-driver will be another ex-BMC man, Roger Enever.

● With Frank Lythgoe's retirement from racing the F2 Brabham BT23C has been sold to George Pitt, although the F3 BT21B has yet to find a buyer. Peter Gethin has several offers open for next season but Lythgoe's F3 driver, Dave Berry, will be unable to continue unless he can find a sponsor.

● Headquarters for next year's Scottish Rally, again backed by Shell and Lombank, will move from Grantown-on-Spey to the holiday centre at Aviemore. The rally starts from Glasgow on June 8.

● The racing car show organised by Jochen Rindt in Austria is now an annual feature, and this year the title has been changed to the Jochen Rindt Show 1968. A wide variety of Formula 1, Group 4 and 6 and historic machinery will be on show at the exhibition, which runs from November 13 to 17 in Vienna and November 21 to 24 in Graz.

● Graeme Lawrence, after his abortive F2 season in Europe, has returned to his native New Zealand with a new McLaren M4A. This has a 20-gauge sheet monocoque and strengthened pickup points, and will be campaigned with FVA power in the coming Tasman season.

● Shell and British Leyland have signed an agreement to co-operate in research into reducing harmful exhaust emission from petrol engines. BL will develop and supply experimental engines and equipment for fuel studies by Shell. American exhaust emission regulations apparently may become more stringent in the future, and it is hoped this research programme may provide a long-term solution to the problem.

● Bob Waters, a familiar sight in club racing over the past couple of seasons with his Lotus 30/40, will be in Formula 5000 next year. The engine, gearbox and suspension from the Lotus are being built into a new F5000 chassis by Chas Beattie Projects. CBP are also building the first of their Formula Ford chassis now for a private customer, and can take orders for replicas.

● Once again the co-driver of the winning car in the RAC Rally will win the Optrex Challenge Trophy, and all rally competitors will be given supplies of Optone eye drops and Optrex eye compresses before the start of their five-day haul.

● Tomorrow (Saturday) the Barnard Engineering Co of Sittingbourne, Kent, are holding an open day at Buckmore Park in Kent, on the A249 by the M2 Motorway, to display their Formula Six machines. These tiny cars are catching on in America and Canada as well as over here; regulations have been drawn up and races are being organised, with classes ranging from 75 cc to 200 cc and age groups of up to 9 yrs, 10-13 yrs, 14-17 yrs and over 17 yrs. Looking roughly like karts with bodies, the cars can be raced on kart circuits or any suitable public space.

● Bobby Unser has no Formula 1 plans for next year. An American source quotes him as saying: "I didn't know what I was getting into when I signed to drive two races for BRM."

● The Goodwin Racing Brabham BT21 which Cyd Williams crashed heavily in private testing at Brands Hatch before the Motor Show 200 meeting has still not been rebuilt, but when it is it will be sold to the Northern clubmen's driver, John Buxton, who has had a good year in the BRSCC Clubmen's Championship in his Chevron-BMC B1. Natalie Goodwin has two new BT28s on order for herself and Cyd, with a full continental season envisaged for both of them in 1969.

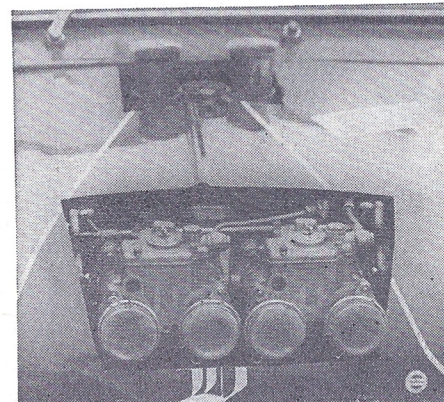
● Centrepiece for the 1969 International Racing Car Show at Olympia on January 8-18 will be what is claimed to be the largest collection of F1 cars in Britain since the British Grand Prix, including World Champion Graham Hill's Lotus 49, Jackie Stewart's Matra-Ford, a McLaren, a Cooper and a BRM. This year the show, with the blessing of the SMMT, will be bigger than ever before.

● Gilbert Staepelaere/André Aerts won last weekend's Tour of Belgium in a twin-cam Escort, and thus Staepelaere clinched the Belgian Rally Championship title. His rival in the championship, Jean-Michel Jacquemin, was second in an Alpine.

● Gabriel König, this year's Embassy Trophy winner and the most successful female driver in British club racing for some time, will move into Formula Ford next year with a new Holbay-tuned Lotus 51C, helped by sponsorship from a Ford main dealer. She also hopes to campaign an Elan Plus 2 in prod sports racing—for which the Plus 2 is now eligible. Gabriel has netted 18 wins, three seconds and six lap records in 28 starts this season.

● We regret to report the death at the age of 44 of Charles Dunn, a well-known motor-racing photographer in the 1940s and 1950s. He gave up motor-racing work in 1956 to concentrate on his retail camera shop business which was based at Guildford.

● Australia's first racing car exhibition, the International Motor Sports and Sporting Car Show, will be held next year at Melbourne (June 9-14) and Sydney (June 30-July 5). Organiser Jim Abbott was in England last week arranging exhibits, which already include Moss's Mille Miglia Mercedes-Benz 300SLR, a Tipo 33 Alfa, a BMC works rally Mini and the MG EX 181 record-breaker.



Guy Edwards' Bowdown Engineering Mini seemed to have more than its fair share of carburettors at Brands last Sunday.

● Guy Edwards, who has driven Tim Conroy and Bowdown Engineering Minis with a great deal of success, will be campaigning the Bowdown F3 Lola T62 next year. The car has been completely rebuilt since Dave Morgan's Silverstone accident, and in recent testing at Brands Hatch Guy got down to 52.4 s, which is a promising single-seater debut. Another prominent saloon driver who hopes to be going F3 next season is Anglia-MAE pilot Lawrie Hickman.

● Potent car on the Formula 4 scene next year will be a JW4 Mk 4 with a Honda S800 engine which is now being built for Honda dealers H. & G. Robinson of Gosforth. Power/weight ratio is expected to be 325 bhp per ton.

● James Hunt, who drove a Russell-Alexis FF car entered by Reading Ford dealers Gowrings this season, will campaign a new Merlyn for them next year fitted with a Gowrings-tweaked unit. Gowrings can undertake all types of race preparation and have a roller brake and Optoflex equipment.

● Last Friday night the BRSCC Midland Centre held their very enjoyable annual dinner and dance at The Swan Hotel, Yardley, near Birmingham. Among the guests were Bill Meade, Ford's chief Rally Engineer, John Webb and Midland racing drivers Ian Mitchell, Lawrie Hickman, Peter Hawthorne, Ian McDougall, Mike Coombe and Terry McNally. Ian Mitchell was awarded the Notwen Trophy, in recognition of his great crowd-pleasing successes at Mallory Park this year.

## AUTOSPORT DIARY

### INTERNATIONAL EVENTS

- November 15 to 22. RAC Rally, Great Britain.
- November 16 to 17. Barcelona to Andorra Rally, Andorra.
- Andernach Rally, Nürburgring-St Amand-les-Eaux, France.
- November 23. Cape Town Three Hours, Killarney (Springbok Series).
- November 23 to 24. Rallye Critérium des Cévennes, France.
- November 30. Rallye de Cannes, France.
- Safari Caledonien Rally, France.
- December 1. Rhodesian Grand Prix, Kumalo, Bulawayo (F1, F5000).
- Riverside, California, USA.
- December 7 to 8. Rallye Costa Del Sol, Spain.
- December 8. Lourenço Marques Three Hours (Springbok Series).
- December 26. Pietermaritzburg Three Hours, South Africa (G6, G4, G3 and G5).
- January 4. East London, South Africa.
- January 11. Cape South-Eastern and Killarney (Springbok Series).

### NATIONAL EVENTS

- November 29 to December 10. Argentine road race.
- December 1. Warwick Farm, Australia (Tasman Formula).

### BRITISH CLUB EVENTS

- November 15 to 16. Ulster AC restricted Night Owls Rally (Ulster Rally Drivers Championship round). Goodyear Tyre & Rubber Co (GB) Ltd, Craigavon, 5/061588, 8.00 pm.
- November 17. Rochester, Chatham & DMC restricted Autumn Cup Trophy race meeting. Brands Hatch, near Fawkham, Kent, 1.30 pm.
- De Lacey MC restricted autocross. High Ebborough, near Whitley Bridge, Yorks, 11.00 am.
- Hagley & DLCC restricted Worcestershire production car trial. Snowhill, near Broadway, Worcs, 144/079345, 10.30 am.
- Liverpool MC restricted driving tests. Burtonwood Airfield, near Warrington, Lancs, 11.00 am.
- Mid-Cheshire MRC restricted Stannic Trophy production car trial. Bickerton Hill, near Broxton, Cheshire, 109/505526, 10.30 am.
- Kentish Border CC restricted November sporting trial. The Old Soar, Govers Hill, Plaxtol, Kent, 171/626538, 10.00 am.



# FROM THE COCKPIT

"There are times I wish it was someone else's show and I just had to turn up at weekends with my helmet and licence."

## Bruce McLaren on the Mexican GP



**I**T was just like old times down Mexico way. For a while up front there was Graham Hill, then Jack Brabham, then Bruce McLaren—where had all the young men gone? They say experience tells, but heavens, this was a 1960 line up! That's one of the good things about motor racing, because drivers seem to improve with age. In athletics or swimming you are a veteran at 21, and well and truly past it thereafter. I suppose Nuvolari was one of the first to demonstrate that this wasn't the case where twisting a wheel and changing gears was concerned, and then Fangio underlined it by being world champion at 45. But I think I'd better change the subject now before Jack and Graham think I'm trying to say something that I'm not. . . .

This year's Mexican Grand Prix was something special. Three people had a chance to win the world championship, and nobody really considered it anything else than a race for three people. Well, perhaps Siffert, Surtees, Amon and Gurney might have thought otherwise, because it was another Grand Prix to them even though they couldn't get at the title. The championship position and what was left of the Olympic fever had people really excited. The 3.2-mile circuit is part and parcel of the Olympic stadium, and the ghosts of athletes were probably jogging around muttering about professionalism as we competed for a dollar prize and not a gold medal. We reckon that engines cost more than track shoes, and there were a few rumours going about that some of those spikey slippers were something more than free issue anyway!

The title contenders were Graham Hill, Jackie Stewart and Denny Hulme. Stewart had been testing his Matra and new tyres at the track earlier in the week, and Graham had a choice of two cars, one fitted with a movable wing. We weren't quite that well organised for our man Hulme, but we did have what was virtually a brand new car built with loving care and attention since the last race. The story of how that car got to Mexico is typical of the work and organisation, chaos and drama, which is so much a part of motor racing.

Ten laps before the end of the American Grand Prix a gearbox output shaft broke on Denny's car; all the drive went to the inside wheel, and the car turned left when driver Denny badly wanted to turn right. The accident that followed wrote off the chassis and most of the rear suspension. With the Mexican GP only three weeks away, we decided that the best thing to do would be to determine what parts would have to be replaced, take them from our spares crates, and ship them back to England with the bent car, where we had the facilities and the labour to make up a new one. Our transport and customs problems started right there.

Back in England the design of the offending component was studied and then modified. If this was a weak link in the Formula 1 car, it could also be a weakness in the CanAm car, so we had six output shafts made up to the modified drawing and six for the CanAm cars. This involved a change of radius and a smaller hole down the centre, which would be sufficient to shift

the now-known weak point to somewhere else on the transmission line. Next year's tyre will probably find that weak point before any designer or engineer could!

Rebuilding the car was one thing; getting it to America and down to Mexico City was the real problem. For customs reasons it had to enter Mexico with the convoy that hauled all the cars down from the US GP, so this meant a rendezvous somewhere in Texas before the border.

Getting the car to New York was easy enough, and flying it to Texas should have been, but for some reason this was impossible to arrange. We finally decided to fly the car to Los Angeles, where we had our CanAm trucks and trailers, and we sent two mechanics with the car, so theoretically it was all going to work out. But Los Angeles was fogged in and the car had to go to San Francisco. . . . Fortunately our CanAm crew saved the day by getting the car re-shipped to Houston, Texas, and I think the mechanics rented something to get it to Laredo on the border where they met the convoy. Phew! There are times when I wish it was someone else's show and I just had to turn up at weekends with my helmet and licence. At times like these you rely on good people working for you, people who are prepared to accept responsibility and be conscientious far beyond the limit ever imagined by the average nine-to-five.

While some of this drama was being enacted I was in Riverside, California, with the CanAm cars, and guess what broke on Denny's car during the second practice session? A gearbox output shaft! We felt very smug having new ones sitting in the box, just having arrived by air freight. Bad luck is bad luck but you make your own good luck, and having the new shafts there was good luck.

Practice sessions in Mexico showed not Hill, Hulme or Stewart, but Jo Siffert to be comfortably faster than anyone else. Comfortable for Jo and his sponsor Rob Walker, that is. At the request of the Grand Prix Drivers' Association the old tyres buried to half their depth marking the inside of the corners had been replaced by very low kerbs. The tyres had often caused considerable damage to a car for just the slightest error of judgment or avoidance. The kerbs

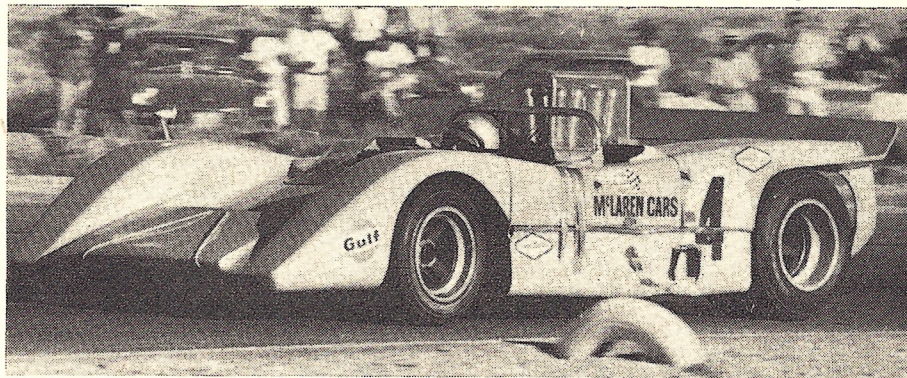
were so small that it was possible to straighten out a couple of the S-bends by driving across them and gaining about an extra four feet of road to play with: naturally everybody did it, and it was surprising that there weren't more suspension failures in the race. I blew an engine at the end of the first practice session, and for some reason the replacement wasn't quite as healthy, so my final time had me in the middle of the grid.

It nearly always happens at Mexico—the altitude robs engines of so much power that somebody always stalls or at least falters on the line, and this time it was Denny and Dan Gurney, and Dan was right in front of me. I had to jam on the brakes, and by the time I had sorted the situation out five or six people had passed me. It took me most of the race to pick up the time I lost at the start.

Hill, Stewart and Siffert went rushing off into the lead, but there was a big group following—Denny, Brabham, Gurney, Amon, Surtees and Servoz-Gavin in Tyrrell's other Matra-Ford. I figured I could catch the others if I could get by Servoz, but by the time I had managed to do this things had started happening. Denny's race ended with a bang when something broke and he made violent contact with the wall around the big Indy-style turn before the pit straight. We don't know exactly what happened yet, but when I came past the car was skating along in front of the pits with the back half of it on fire. I could see Denny getting out so I presumed he was okay, providing he didn't break a leg or something in the rush to abandon ship!

Then Surtees dropped out, Amon and Gurney stopped, and I passed Jack. That left only Hill and Stewart in front. Siffert had pitted with throttle linkage problems. Stewart was in some sort of trouble with his engine misfiring, and with 15 laps left we passed him. Graham was 50 secs ahead, and when Jack dropped out things looked pretty rosy and I started thinking about the leading Lotus and what the kerbs might be doing to its suspension, but it all held together to the finish and I came home second.

Graham really deserved to win the championship, and so did Lotus. They have had a hard year, and the championship must be slight recompense for their tragic loss.



*Bruce had dramas at the final CanAm round at Las Vegas last Sunday, too; he was caught up in the first-lap multiple shunt and had to stop for a new nose-section before driving through the field to earn the single point necessary to decide second place in the CanAm Championship. Our report starts on page 12.*



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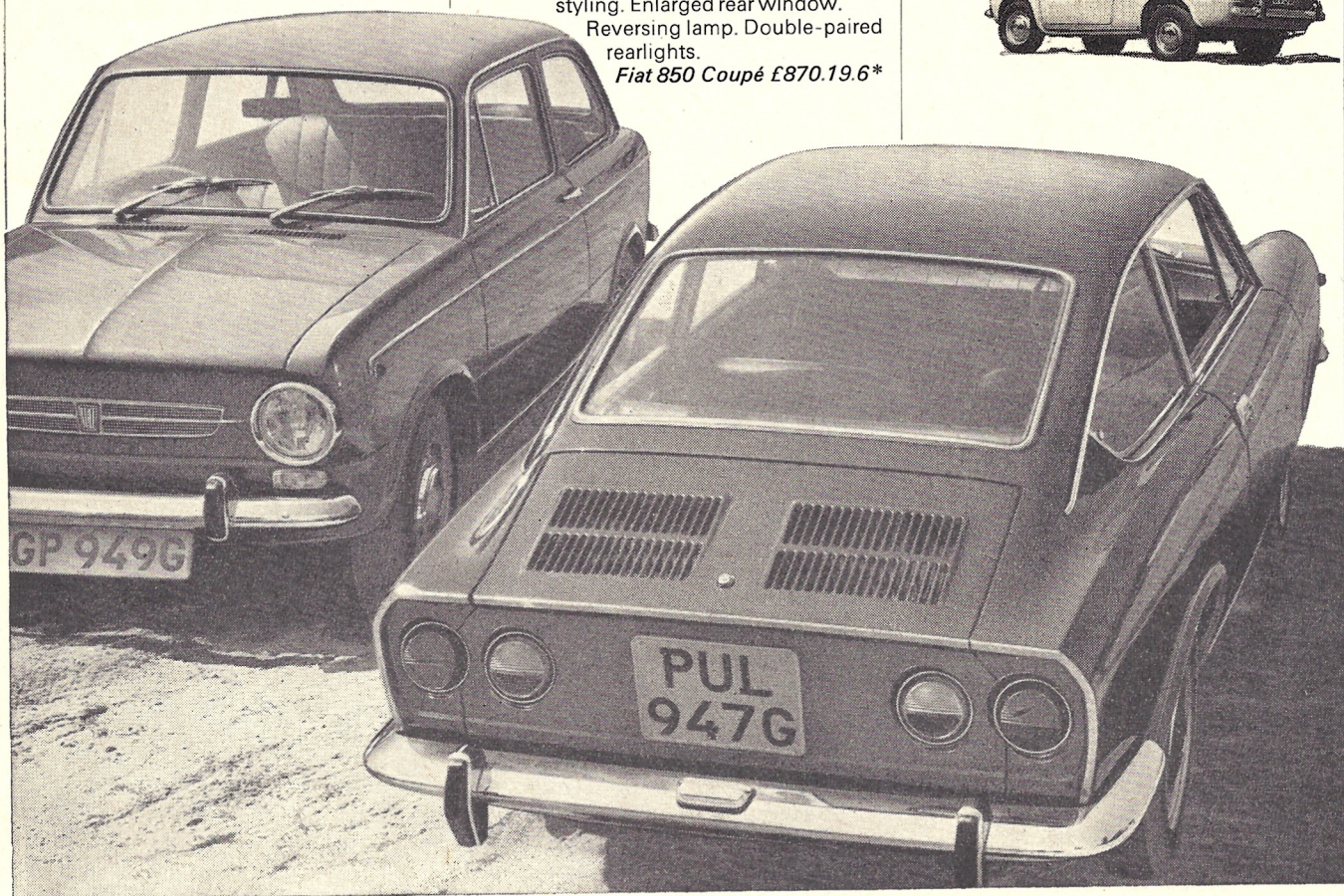
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Where the rally is fought, lost and won: a typical forestry stage.

**T**HE cancellation of the 1967 RAC Rally at the last moment due to the foot-and-mouth epidemic was a severe blow to both organisers and competitors. For many years, under the genial guidance of Jack Kemsley, 'our' rally has grown to become one of the most competitive and respected rallies in Europe. Because of its forestry flavour imported from Scandinavia, it has taken several years to get the continental teams coming in any numbers as they are more used to all-tarmac events. More of them than ever before had entered for the ill-fated 1967 event, so it is gratifying to see that they are back here in 1968.

Because of its Scandinavian parentage, the RAC Rally is usually a field day for drivers from Sweden and Finland, and it is no coincidence that continental teams such as Lancia—who this year have five cars entered—have two Finns and a Swede in their list of drivers. However, the RAC always includes a few tarmac stages on its list, and this year there will be sessions on at least four race circuits. So rally-wise this event is a meeting-place for northern and southern techniques.

A five-day rally of the size of the RAC is not the cheapest type of event to run, especially with such a large mileage on Forestry Commission roads, where a levy per car per mile requires an expenditure of several thousand pounds before the rally can even start. For this reason the RAC needs a sponsor, and it is a nice thing for it and the rally world in general that a daily newspaper, the *Sun*, has performed this function for the past two years and has renewed its obligation for this year. To have the goodwill associated with a daily newspaper, plus the fact that the rally will be on breakfast tables all over the country for a week, is of immeasurable value to the sport.

There should be over 110 cars at the start tomorrow (Saturday) of which the first

## The Battle of the Forests

John Davenport (works Saab no. 19) previews the 1968 RAC Rally



Two works Porsches are entered, for Vic Elford/David Stone and Tony Fall/Mike Wood. It will be Fall's first rally with a Porsche, but last Saturday he was getting his hand in with a 911T at the Croft Rallycross (above).



13 will not be competing in the RAC International Rally. That may sound a bit funny, but they will in fact be competing in the European Club Rally, which is open to cars of Groups 4, 5 and 6, and has been introduced because the FIA will not allow a championship event counting for the European title to include anything else but cars of Groups 1, 2 and 3. Lancia have entered three cars in this part of the rally, all of them prototypes and thus using the new 1.6-litre engine—unless casualties were particularly high on the Tour de Corse last weekend. The drivers entered in this club rally are Rauno Aaltonen/Henry Liddon, who are recent recruits from BMC, plus team regulars Sandro Munari/Gerry Phillips and Hannu Mikkola/Jyrki Ahava. This will be Munari's first major rally since his accident on the Monte Carlo earlier this year; he was to have driven at number 5, but as that was his number on the Monte he has swapped with Mikkola.

The remainder of this club rally comprises entries from British private owners whose cars have been basically prepared for club rallying and are thus outside the regulations for Group 2. A man to watch here is Barrie Malkin, who will have his Lotus Cortina plus John Brown at 13, a number which will probably not slow him one bit. Also in a Lotus Cortina are autocross exponents Rod and Ian Cooper, while in a Mini-Cooper are Bill Sparrow and Nigel Raeburn.

At number 15 the international rally proper starts, with Monte Carlo winner and Formula 1 driver Vic Elford at the wheel of a Stuttgart-entered Porsche 911T. He was to have driven with Terry Harryman, but I now gather that he is returning with David Stone from Corsica. A similar Porsche 911T was to have been driven by Pauli Toivonen, who has won more events than any other driver this year and is European Champion; however, Porsche have decided to give Tony Fall/Mike Wood their other car and, though Tony's Porsche *début* at the Croft Rallycross was not too auspicious, the rally in a proper car may prove different. The Porsche strength is completed by Bjorn Waldegaard/Lars Helmer from the Scania Vabis team in Sweden. Ake Andersson will not be coming as his car has "end-of-season blues" and is said to have col-



The Escort is already a proved rally machine; Timo Mäkinen is in the Clarke and Simpson entry.

AUTOSPORT, NOVEMBER 15, 1968

## The Special Stages

						Target Time	Arrival at		
							Mini-mum	Maxi-mum	
		Stage	Entry	Exit					
November 16	1	Hawley Common	169/840568½	169/8455955½	4.30	12.06	12.19		
	2	Minley	169/8214584½	169/820554	4.00	12.18	12.33		
	3	Thruxton	167/271452	168/283452		13.27	14.06		
	4	Collingbourne	167/272515	168/2854561½	2.00	14.44	14.50		
	5	Savernake	167/210683½	167/244649½	7.30	15.15	15.32		
	6	King Alfred's Tower	166/755371	166/761357	3.00	16.44	17.29		
	7	Brendon	164/995381	164/977422	8.00	19.19	19.41		
	8	Porlock	164/878467	164/864463	3.30	19.42	20.13		
	9	Quantock	164/167365	164/168383	8.00	20.20	21.04		
	10	Russells	155/6134085	155/628094	2.30	23.33	23.54		
November 17	11	Speech House	155/654089	142/624103	12.00	23.38	00.03		
	12	Serridge	142/618121	142/638157	8.00	00.00	00.30		
	13	Reddings	142/563119	142/5481127	5.00	00.19	00.54		
	14	Brecon	141/061391	141/0541375	10.00	01.42	02.46		
	15	Epynt	141/967382	141/885414	15.00	02.15	03.30		
	16	Ystwyth	127/702702	127/719720	5.00	05.13	05.19		
	17	Myherin	127/765756	127/765756	5.00	05.31	05.55		
	18	Sarnau	141/053712	141/047741½	5.00	06.25	07.07		
	19	Hafren South	127/864868		10.00	06.58	07.51		
	20	Hafren North		127/860891	5.00	07.04	07.59		
	21	Pantperthog	127/748042½	127/757054	11.30	09.19	09.20		
	22	Dovey	127/755060	116/846101½	15.00	09.36	09.43		
	23	Dyfnant	117/018133	117/010170	6.50	10.16	10.37		
	24	Coed-y-Brenin 1	116/744257	116/730234	3.00	11.20	12.01		
	25	Coed-y-Brenin 2	116/718275	116/718273	6.00	11.30	12.15		
	26	Gwydyr 1	107/786504	107/773505	10.00	12.09	13.07		
	27	Gwydyr 2	107/782602	107/775590	5.00	13.33	13.35		
	28	Gwydyr 3	107/780590	107/789609	7.30	13.40	13.45		
	29	Clocaenog 1	108/978530½	108/005533	5.00	14.10	14.37		
	30	Clocaenog 2	108/008537	108/035545	13.30	14.27	14.46		
	31	Clocaenog 3	108/042534	108/048518	5.30	14.45	15.10		
	32	Grisdale	89/336916	89/332986	9.00	21.57	22.01		
	33	Whinlatter	89/181255½	82/215245	6.30	23.30	23.59		
	34	Cancelled							
	November 18	35	Dodd	82/235283	82/236½272½	4.00	23.55	00.38	
	36	Greystoke (Cancelled)							
	37	Ae 1	74/979891	74/965926	5.00	03.41	03.44		
	38	Ae 2	74/978905	74/960948	8.00	03.53	03.59		
	39	Bennan	73/654718	73/572748	9.00	04.55	05.20		
	40	Kirroughtree	73/470698	73/461667	2.00	05.19	05.53		
41	Glenrool	73/314800	73/354895	10.00	05.49	06.33			
42	Balloch	67/324974	67/340957	4.00	06.12	07.04			
43	Ardgarden	53/299058	53/254043	4.00	10.54	11.42			
44	Rest & Be Thankful	53/244056	53/229074	1.30	11.01	11.51			
45	Loch Eck	53/139952	53/151925	2.00	12.30	12.33			
46	Glen Finnart	53/144927	53/167907	2.00	12.33	12.39			
47	Benmore	59/189832	59/170822	2.00	12.46	12.55			
48	Ardgarden	53/254043	53/299058	4.00	14.12	14.49			
49	Garabhan	54/477904	54/480906	2.30	15.00	15.57			
50	Loch Ard	54/525988	54/515998	5.00	15.14	16.12			
51	Loch Achray	54/522035	54/514056	7.00	15.26	16.28			
52	Devilla	55/971900	55/963872	4.00	16.31	17.53			
November 19	53	Ingliston	62/143732	62/140730		9.11	9.15		
	54	Glenstress	69/262404	62/284396	6.00	10.20	10.46		
	55	Cardrona	69/293381	69/314367	7.00	10.43	11.10		
	56	Twiggles	69/206955	75/207938	7.00	13.11	13.19		
	57	Castle O'er	75/229937	69/249952	4.00	13.25	13.36		
	58	Craik	69/359152	69/348084	7.00	14.04	14.30		
	59	Wauchope	70/582076	70/590072	4.30	14.51	15.31		
	60	Ravenshill	70/624949	70/650958	4.00	15.16	16.06		
	61	Kielder	70/651959	70/784998	14.00				
	62	Hindhope	70/785997	70/798961	7.00				
	63	Comb	70/798958	77/768908	6.00				
	64	Tarset	77/763903	77/748910	8.00	15.57	17.00		
	65	Plashtets	77/748909	76/666905	12.00				
	66	Horwark	76/672860	76/727816	17.00	16.31	17.41		
	67	Midwark	76/728815	77/746780	8.00				
	68	Eastwark	77/746781	77/787767	10.00				
	69	Hamsterley	84/060300	84/053275	7.00	20.09	20.28		
	70	Ingleby	86/577036	86/600036	3.00	21.43	22.37		
	November 20	71	Harwood Dale	93/954988	93/981975	3.00	00.38	00.39	
	72	Wykeham South	93/941879½	93/954890	5.30	01.06	01.16		
73	Wykeham North	93/942889	93/939900	2.30	01.14	01.27			
74	Staindale	86/910910	86/8784902	8.00	01.25	01.42			
75	Dalby North	92/8714902½	92/8734881½	5.00	01.37	01.58			
76	Dalby South	92/8784882½	92/894876	18.00	01.44	02.07			
77	Pickering	92/797922½	92/796943	8.00	02.32	03.11			
78	Cropton	92/797950	92/767907	12.00	02.43	03.26			
79	Deer Park	92/5694843½	92/584816	4.00	03.25	04.22			
80	Kilburn	92/5144806	92/5154825	2.30	03.40	04.42			
81	Bolby	92/504872½	92/5024871½	5.00	03.50	04.56			
82	Scoffon	103/607825	103/613786	6.00	07.51	08.09			
83	Clipstone	112/614643	112/581588	8.00	08.18	08.45			
84	Exton Park	123/953129	122/915122	6.00	10.00	11.00			
85	Mallory	121/451008	121/451006		11.26	12.55			
86	Silverstone	146/668424	146/668424		14.24	14.54			
87	Culham	158/528960	158/531958	4.30	15.39	16.34			

lapsed after the last championship T-race in Sweden.

Sole Ford among the top seeds is an Escort Twin Cam entered by Clarke and Simpson of Sloane Square and driven by Timo Mäkinen and Paul Easter. The reason why this is the only Ford this far up the list is simply that the London-Sydney has captured the Ford works interest. Anyway, it should be interesting to see how Timo goes in this machine, which should be at least as good as the works cars.

Next in line are the works Saabs, with Simo Lampinen being navigated for the third time on a RAC by your Rally Editor, and the regular teams of Carl Orrenius/Gustaf

Schroderheim, Tom Trana/Solve Andreasson and Hakan Lindberg/Bo Reinicke. All the cars are V4s prepared to Group 2, though they are reputed to have had a horsepower increase since the Scottish and the Gulf. The Lancia team is completed by two Group 2 1.3-litre Fulvia Coupés which will be driven by those very successful ladies Pat Moss/Liz Nystrom, and by Harry Kallstrom/Gunnar Haggbom.

Works interest does not finish there for, although recent events in Czechoslovakia have precluded any entry from Skoda, the East German Wartburgs are coming with their usual four-man team of Ruttinger, Rudiger, Culmbacher and Otto. All their



No	Locality	Distance miles	Time allowed	Target time
1	London .. .. .	0	—	11.30, Nov. 16
2	Thruxton .. .. .	89.3	Min: 2 h 14 m Max: 2 h 59 m	13.44 14.29
3	Camel Hill Café .. .. .	110.9	Min: 2 h 45 m Max: 3 h 42 m	17.14 18.11
4	Bristol Airport .. .. .	129.5	Min: 3 h 14 m Max: 4 h 19 m	21.25 22.30
5	Builth Wells .. .. .	174.5	Min: 4 h 22 m Max: 5 h 49 m	02.52, Nov. 17 04.19
6	Machynlleth (in) .. .. .	137.7	Min: 3 h 24 m Max: 4 h 32 m	07.43 08.51
7	Machynlleth (out) .. .. .	0	Breakfast halt	09.15
8	Betws-y-Coed .. .. .	132.5	Min: 3 h 18 m Max: 4 h 15 m	12.33 13.30
9	Blackpool (in) .. .. .	164.8	Min: 4 h 6 m Max: 5 h 30 m	17.36 19.00
10	Blackpool (out) .. .. .	0	Compulsory halt	20.00
11	Newby Bridge .. .. .	52.2	Min: 1 h 13 m Max: 1 h 44 m	21.18 21.44
12	Sportsman Inn .. .. .	100.6	Min: 2 h 36 m Max: 3 h 29 m	00.20, Nov. 18 01.13
13	Parkgate .. .. .	68.1	Min: 1 h 48 m Max: 2 h 24 m	03.01 03.37
14	Turnberry (in) .. .. .	126.5	Min: 3 h 9 m Max: 4 h 13 m	06.46 07.50
15	Turnberry (out) .. .. .	0	Breakfast halt	08.30
16	Strachur .. .. .	116.5	Min: 2 h 55 m Max: 3 h 53 m	11.25 12.23
17	Edinburgh (in) .. .. .	194.7	Min: 4 h 53 m Max: 6 h 30 m	17.18 18.53
Overnight halt				
18	Edinburgh (out) .. .. .	0	—	09.00, Nov. 19
19	Moffat .. .. .	122.6	Min: 3 h 4 m Max: 4 h 5 m	11.49 12.50
20	Chollerford .. .. .	191.4	Min: 4 h 47 m Max: 6 h 24 m	17.37 19.14
21	Flask Inn (in) .. .. .	146.7	Min: 3 h 40 m Max: 4 h 54 m	22.54, Nov. 20 00.08
22	Flask Inn (out) .. .. .	0	Compulsory halt	00.34
23	Selby Fork (in) .. .. .	178.7	Min: 4 h 37 m Max: 5 h 58 m	05.11 06.32
24	Selby Fork (out) .. .. .	0	Breakfast halt	07.00
25	Mallory Park .. .. .	187.2	Min: 4 h 31 m Max: 6 h 5 m	11.31 13.05
26	London (Centre Airport Hotel) ..	159.3	Min: 4 h 0 m Max: 5 h 20 m	17.05 18.25

cars will be 992 cc Wartburgh Knights with the three-cylinder two-stroke engine similar to the original DKW motor that powered Auto Unions for so many years and with such success.

Most of the British private entries are driving either Escorts, Lotus Cortinas or Mini-Coopers, but there are exceptions. Leo Bertorelli/Peter Hilliard are entered in a DAF 44, which I saw less than a week ago with the engine only just back from Martins and the rest of the car spread around the workshop, but the owner seemed very confident that it would be all systems go on Saturday. Apart from a handful of Saabs, the only cars to break the Ford/BMC stranglehold on the entry are a Fiat 850, a Toyota Corolla, a Citroën DS19, a Land Rover from the Army and some Hillman Imp variants.

Private entries to watch are Jerry Larsen/Lars Lundblad from Sweden in their Saab V4 and Lars-Ingvær Ytterbring/Lars Persson in a BMC-prepared Mini-Cooper S. From a little nearer home, it is worth paying attention to Chris Slater/Martin Holmes, who had such a good run on the Gulf Rally at their first attempt on an international with a Lotus Cortina. Chris Slater works at Adlards' performance centre and will almost certainly be having a go at beating his boss, Alan Allard, who is driving an Escort Twin Cam with Tom Fisk. There are quite a few Escort Twin Cams in private hands, including those of last year's British Rally champions Jimmy Bullough/Don Barrow, and ex-Rover competitions foreman Toney Cox, who now has his own garage in Birmingham.

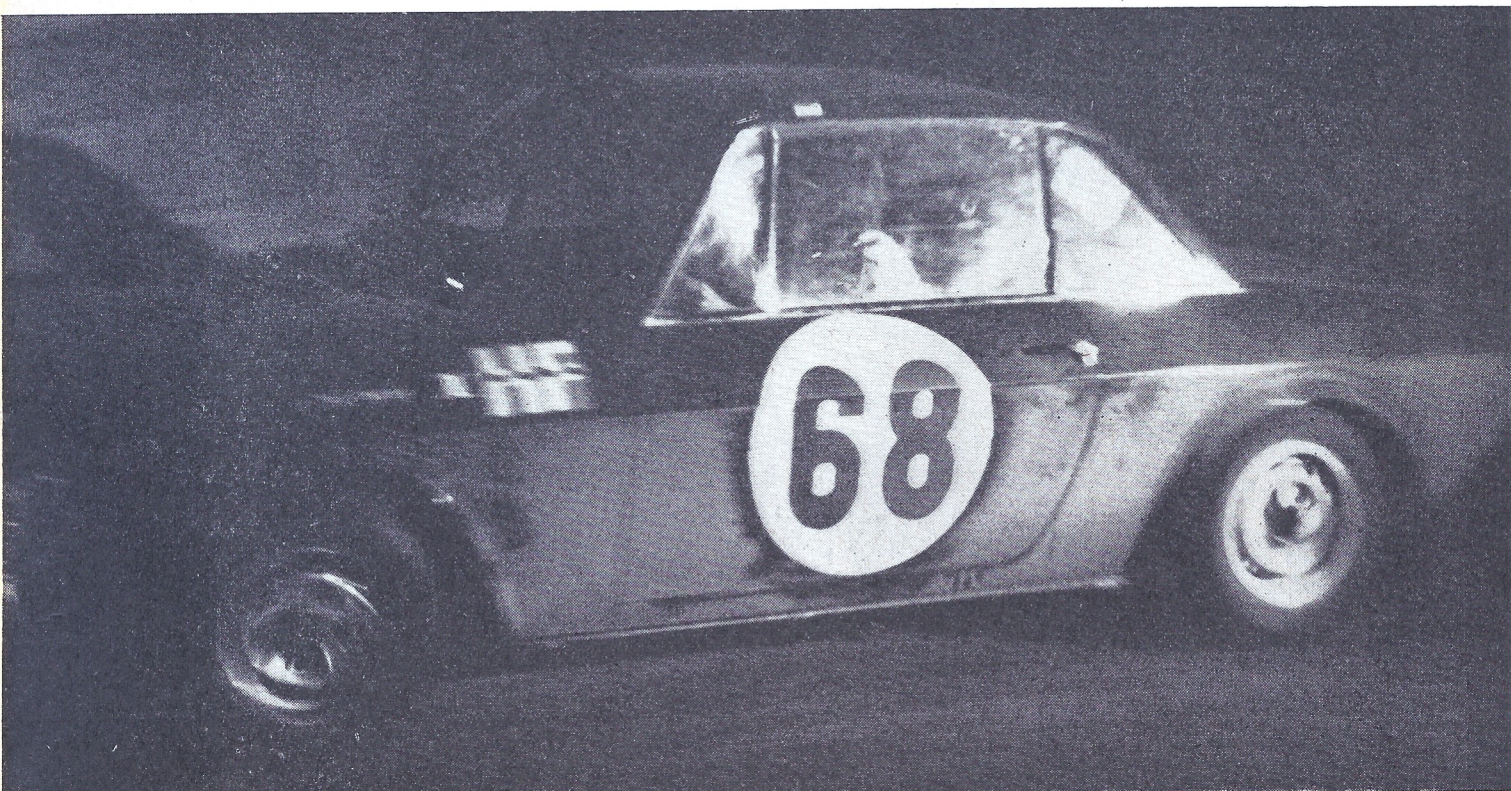
Details of the route are printed with this preview so that you can go spectating should you so wish. All information given was correct at the time of going to press, but you should check that there have been no last-minute changes before driving miles to a stage which might not be held. The rally starts from London at the Centre Airport Hotel at 11.30 am on Saturday November 16, goes down to the Thruxton

#### Entry list

Rally number	Driver/Co-driver	Car	Class
1	D. G. Brookes/J. Gittins	3.0 Ford Cortina	B
2	R. G. Cooper/I. K. Cooper	1.6 Ford-Lotus Cortina	B
3	R. Aaltonen/H. Liddon	1.6 Lancia Fulvia	B
4	S. Munari/G. Phillips	1.6 Lancia Fulvia	B
5	H. Mikkola/J. Ahava	1.6 Lancia Fulvia	B
6	N. F. Cook/E. J. Brundle	1.5 Ford Anglia	A
7	W. D. Sparrow/N. J. Raeburn	1.3 Mini-Cooper S	A
8	C. M. Coburn/R. B. Spokes	1.6 Vauxhall Viva	A
9	A. Thurlow/D. Holliday	1.3 Mini-Cooper S	A
10	M. Howells/M. Hamer	3.5 Rover 3500	B
11	A. Main/Mrs S. Main	1.5 Saab V4	A
12	R. J. Illife/P. W. E. Bolton	1.0 Singer Chamois	A
13	B. Malkin/J. Brown	1.6 Ford-Lotus Cortina	4
14	V. Elford/D. Stone	2.0 Porsche 911T	8
15	A. Fall/M. Wood	2.0 Porsche 911T	8
16	T. Makinen/P. Easter	1.6 Ford Escort TC	4
17	S. Lampinen/J. Davenport	1.5 Saab V4	4
18	A. Andersson/S. Svedberg	2.0 Porsche 911T	8
19	T. Trana/A. Andreasson	1.5 Saab V4	4
20	B. Waldegaard/L. Helmer	2.0 Porsche 911T	8
21	Mrs. P. Moss-Carlsson/Miss E. Nystrom	1.3 Lancia Fulvia	3
22	C. Orrenius/G. Schroderheim	1.5 Saab V4	4
23	H. Kallstrom/G. Haggbom	1.3 Lancia Fulvia	3
24	H. Lindberg/B. Reinicke	1.5 Saab V4	4
25	P. Cooper/M. Bennett	1.3 Mini-Cooper S	3
26	L. B. D. Bertorelli/H. E. Hilliard	847 DAF 44	1
27	A. Chappell/H. Thomas	1.6 Ford Escort TC	4
28	D. G. Griffiths/E. Wilkinson	1.6 Ford Cortina GT	4
29	G. Larsson/L. Lundblad	1.5 Saab 96	4
30	J. F. Barnes/A. C. Pettie	1.1 Peugeot 204	2
31	G. P. Ruttinger/G. H. E. Bork	992 Wartburg	2
32	K. A. Rudiger/G. K-H. Gries	992 Wartburg	2
33	J. R. Gray/R. Hancock	1.6 Ford Escort TC	4
34	J. H. Hannah/C. Young	1.3 Mini-Cooper S	3
35	E. Culmbacher/M. K. Zimmerman	992 Wartburg	2
36	K. S. Otto/W. Strehlow	992 Wartburg	2
37	M. J. Telford/G. G. Waingil	848 Mini	1
38	F. Davies/T. Mason	1.3 Mini-Cooper S	3
39	C. J. Denyon/X	1.6 Ford-Lotus Cortina	4
40	T. Cox/N. L. Salt	1.6 Ford Escort TC	4
41	D. S. F. Thompson R. Hunt	1.5 Ford Cortina GT	4
42	G. Marlowe/A. J. Williams	1.6 Ford-Lotus Cortina	4
43	C. R. Slater/M. V. W. Holmes	1.6 Ford-Lotus Cortina	4
44	J. E. Bullough/D. Barrow	1.6 Ford Escort TC	4
45	P. Clowes/M. W. Turner	848 Mini	1
46	D. M. Smith/A. Wilkins	1.1 Mini-Cooper S	2
47	C. W. Holland/B. Garton	1.1 Mini-Cooper S	2
48	J. C. Tordoff/B. Marchant	1.6 Ford Escort TC	4
49	P. Davies/D. Kahn	1.0 Mini-Cooper S	2
50	Miss M. E. Walford/K. W. Edwards	1.6 Ford-Lotus Cortina	4
51	J. Bloxham/R. Harper	1.6 Ford Escort TC	4
52	J. P. Wheatley/A. W. Raylor	1.3 Ford Escort GT	3
53	Dr. Gernot Fische/R. Knoll	2.0 BMW 2002	5
54	J. G. Steadman/J. Holtham	1.3 Mini-Cooper S	3
55	R. W. Davidson/G. Bainbridge	1.6 Ford-Lotus Cortina	4
56	L. Ytterbring/L. Persson	1.3 Mini-Cooper S	3
57	R. A. Freeborough/L. F. Harris	1.3 Mini-Cooper S	3





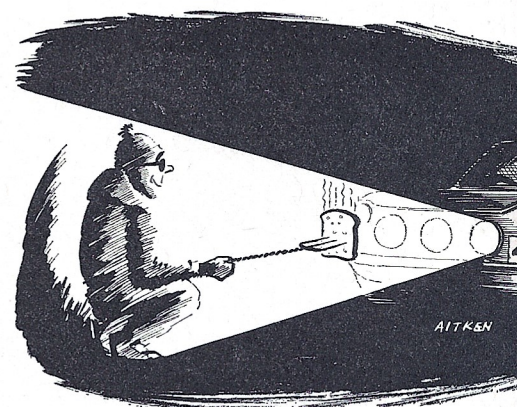


Three of the new 1600-engined Lancia Fulvias are entered in the Group 6 section by the works for Aaltonen, Munari and Mikkola, backed by Pat Moss and Harry Kallstrom in 1.3-litre Group 2 versions.

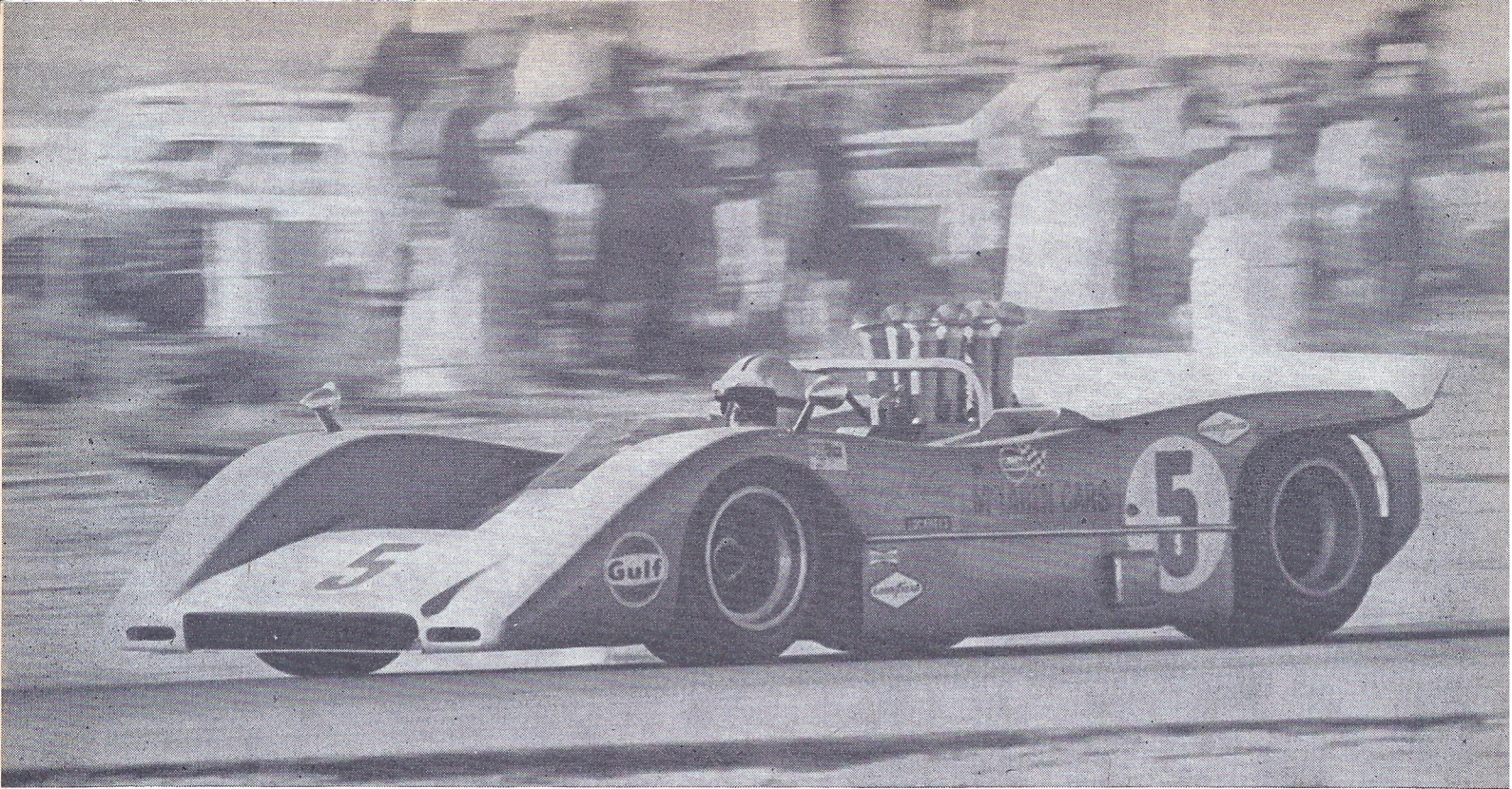
Rally Number	Driver/Co-driver	Car	Class
61	J. S. Gordon/W. A. Fritschy	1.6 Ford-Lotus Cortina	4
62	A. Allard/T. Fisk	1.6 Ford Escort TC	4
64	D. Margulies/P. D. O'Gorman	1.6 Ford-Lotus Cortina	4
65	R. C. S. Brown/W. S. Cuthbertson	1.3 Mini-Cooper S	3
66	J. Rhodes/C. G. Callow	848 Mini	1
67	B. J. Wilkinson/J. C. Billet	1.6 Ford Escort TC	4
68	P. MacDowall/T. Yoward	1.3 Ford Escort	3
69	W. B. Jones/D. J. Evans	1.3 Mini-Cooper S	3
70	G. W. John/I. C. Harwood	1.6 Ford-Lotus Cortina	4
71	A. W. Maslen/D. G. Oliver	1.6 Ford Escort TC	4
72	J. Heppenstall/K. A. Wood	1.6 Ford Escort TC	4
73	J. A. Booth/G. H. Booth	1.6 Ford-Lotus Cortina	4
74	M. Hibbert/I. Withers	1.6 Ford Escort TC	4
75	I. Woodruff/D. Swann	1.0 Mini-Cooper	2
76	W. Sutton/A. Jolley	1.6 Ford-Lotus Cortina	4
77	D. Sutton/S. Johnson	1.6 Ford Escort TC	4
78	E. J. Summers/A. W. Christopher	1.6 Ford Cortina	4
79	A. R. Scott/I. G. Boyle	1.3 Mini-Cooper S	3
80	W. H. Saville/J. Kennish	1.3 Ford Escort	3
81	A. I. Robertson/J. A. Lindsay	1.5 Saab 96	4
82	A. W. Rae/D. Rae	1.3 Mini-Cooper S	3
83	M. Ridout/D. Stephenson	1.6 Ford Escort TC	4
84	Miss S. Portch/Miss S. Gould	1.0 Mini-Cooper	2
85	M. Hinde/N. Davis	1.2 Simca	2
86	T. Hall/K. Pryor	1.5 Ford Cortina GT	4
87	A. Middlemiss/R. Middlemiss	841 Saab Sport	1
88	J. R. Jago/D. Spence	1.6 Ford Cortina	4
89	A. G. W. Jones/M. Broad	1.3 Mini-Cooper S	3
90	M. Kahn/J. Miles	1.6 Ford Cortina GT	4
92	P. M. McHugh/K. M. Gormley	1.3 Mini-Cooper S	3
93	J. M. Mossop/T. Johnstone	1.6 Ford-Lotus Cortina	4
94	G. R. Hudson-Evans/M. Hayward	1.3 Mini-Cooper S	3
95	H. Mackie/P. Allen	848 Mini	1
96	W. W. S. House/M. G. Hofman	1.3 Ford Escort	3
97	K. Gouldsbrough/I. M. Willocks	843 Fiat 850	1
98	J. Hoskin/D. R. M. Henderson	1.3 Mini-Cooper S	3
99	J. Hood/P. Durrant	1.3 Mini-Cooper S	2
100	N. Holler/P. R. Whiting	1.6 Ford Escort TC	4
101	M. S. Chance/M. R. Whetton	1.1 Austin 1100	2
102	P. C. Faulkner/R. T. Mitcham	1.6 Ford Escort TC	4
103	D. Pattinson/J. M. Cox	1.1 Toyota Carolla	2
104	S. Siemssen/Miss B. Sabey	1.0 Mini-Cooper	2
105	K. Billows/R. Kennedy	1.0 Mini-Cooper S	2
106	C. S. Barrell/B. M. Rann	1.5 Ford Cortina GT	4
107	W. Baguley/R. W. Clift	1.6 Ford-Lotus Cortina	4
108	D. Burman/L. Birkett	1.3 Mini-Cooper S	3
109	D. Berrecloth/A. Blackburn	1.5 Ford Cortina GT	4
110	R. Brookes/X	848 Mini	1
111	A. E. Brundle/I. A. McCall	1.6 Ford Escort TC	4
112	I. Burdon/R. Roper	1.2 Vauxhall Viva	3
113	Miss B. Burrell/Joan Pink	875 Sunbeam Imp	2
114	J. F. Capps/T. D. Oliver	2.0 Citroën DS19	5
115	H. F. Cardno/D. R. Lockyer	1.5 Saab V4	4
116	H. E. Dodd/G. G. Amery	848 Mini	1
117	B. M. Cooke/M. Stevens	848 Mini	1
118	R. East/M. Giles	1.6 Ford Escort TC	4
119	N. J. Durnford/S. A. Davey	1.0 Mini-Cooper	2
121	Capt. J. R. Copestake	2.2 Land Rover	5

circuit, and tackles the West Country stages before getting to Bristol Airport at 9.25 pm. The Welsh stages follow during the night, with breakfast on Sunday morning at Machynlleth. The North Wales stages round off the day and are followed by a 2½-hr halt in Blackpool starting at 5.36 pm. Out from Blackpool at the start of the second night, the crews go via the Lake District to the South-West Scottish stages, with breakfast at Turnberry.

North of Glasgow, Rest and Be Thankful hillclimb and the central Scottish stages take the rest of the day and see the weary crews into Edinburgh for the night halt at 5.18 pm on Monday evening. The rally starts again at 9 am the following morning and goes to Ingliston circuit before using the rest of the Scottish stages between Peebles and the border; Northumberland and Yorkshire provide the last night of stages. Then it's on to Mallory Park and Silverstone for some racing before returning to the Centre Airport Hotel for the finish at 5.05 pm on Wednesday.







*Denny Hulme clinched his second successive CanAm Championship the best way, scoring another smooth, polished win.*

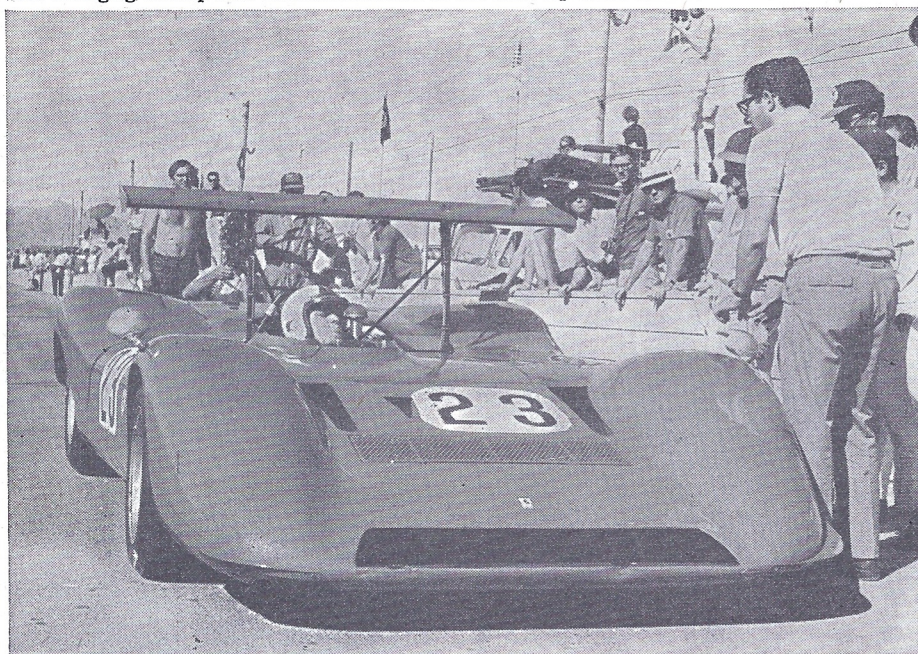
## Las Vegas: Crashing CanAm Finale

**Hulme wins and is CanAm champion — Donohue's bid fails  
on the grid — Jim Hall injured in crash**

**By PETE LYONS**

**D**ENNY HULME won the Stardust Grand Prix at Las Vegas last Sunday and became CanAm Champion pretty much as expected, but behind him all hell broke loose. In the first turn of the first lap there was a tremendous Indianapolis-style shunt which held up Bruce McLaren with body damage and retired Chris Amon's new 6.3-litre Ferrari. Later in the race Hall and Motschenbacher had a horrifying accident which wrote off both cars and sent both men to hospital.

Donohue lost a sporting chance of the Championship when his car failed to start on the grid. Gurney pressed Hulme very hard for 15 laps before the old luck struck, while Andretti, Posey and Revson all dropped back after good shots at second place. In the end George Follmer and Jerry Titus came through, both managing to keep their obsolete machines on the same lap as the winner.



*Chris Amon in the pit road during practice in the new 6.3-litre Ferrari, under the watchful eye of Mauro Forghieri. Much to everyone's disappointment, the car only ran one lap in the race.*

### ENTRY

**S**TARDUST International Raceway lies at 2100 ft elevation on the flat desert floor not far west of the Las Vegas "Strip". Its 3.0 miles is quite imaginatively designed and surprisingly fast, despite some tight corners, and, uniquely among CanAm circuits, it's left-handed. There are quite a few bumps, but according to Royle Corrigan of Goodyear the surface is not abrasive and tyres run cooler, which allows them to be set 3 or 4 lbs softer, thus giving more freedom from lateral "chatter". The lap record stood at 1 m 30.8 s, set in qualifying last year by McLaren.

At last! The big Ferrari was there, blood red and supplying a welcome transfusion of technical interest. The engine is superb, pure Ferrari, with 12 "wine-bottle" cylinders and four valves feeding each, under cam covers which for reference measures 29 in long. The Lucas injection feeds into rather small intakes below the slides. Chris Amon says it will pull well from as low as 3000 rpm, and he uses 7500 as a top rev-limit: the gearbox has only four speeds.

This animal splendour is embraced by a multi-tube spaceframe which is stiffened in the cockpit area by riveted sheeting, and at the four corners hangs entirely conventional suspension. Unconventional are the aerodynamics, which show a lot of thought. The body—aluminium as this is a prototype vehicle—is very low and sleek, and not unlike the P5 show car in flavour. The radiator inlet seeks to create downthrust by angling down from the upper surface of the nose, the used air splitting sideways into the wheel arches. Inlets between the wings pass air through the doors into oil coolers, and the cockpit is very tightly wrapped around the driver's head.

Above the roll-over bar is a wing which pivots at the driver's will; he operates it with a thumb button on the steering wheel, which controls





Denny Hulme wins the drag into Turn 1 from poleman Bruce McLaren, with Mario Andretti trying the outside line—McLaren and Andretti touched seconds later going through the corner, sending the ensuing pack in all directions.

hydraulic pressure generated by an engine-driven pump, as on the Formula 1 cars at Monza. On the upper surface of the wing are two small hinged flaps which operate as one from the same pressure source but are controlled by the brake pedal; they are in fact intended as air brakes, and as they raise so does a front flap, pierced with holes, which at first glance seems to screen an opening where a McLaren has its radiator outlet.

Amon says the car weighs 1700-odd lb, wet but unfuelled, which he agrees is at least 200 lb too much. Although it's been running for several weeks they have only managed a couple of hundred miles' testing, and at Las Vegas it was soon obvious that both braking and handling were far from right. It goes like a jet, however. Bruce McLaren made it his business to follow it closely, and reported that their respective accelerations were about equal. The sound it makes is soul-satisfying; not particularly loud, nor that liquid scream of the old days, but rather a heavy rasp overlying a frantic animal moan. It's a very appealing racing car, and everyone who saw it fell in love with it.

The other cars for this last event of the season were virtually as for Riverside, and can be read off the grid chart. Those with changes included Revson's, with a scoop atop the vertical-tube injectors which was hinged and had quick-release catches so fuel can be squirted down the stacks for starting. Gurney had abandoned the new-line Lola nose as it tended to scrape the road, and Donohue has shelved the little flipper idea for the time being. Surtees did not enter at all, although he was on hand as a guest, and revealed that he'd actually started Riverside with cracked pistons, plural, because he had no spares. Skip Scott, too, was without a ride as his car has been sold from under him.

## PRACTICE

PRACTICE opened on Friday afternoon for 3½ hours in delightfully clear, balmy weather. The Ferrari had been delayed by fog in Milan and was at this point still in Los Angeles. Both works McLaren drivers quickly found they wanted taller rear spoilers, and for a while Hulme had a clutch that wouldn't work properly. His style is particularly hard on brakes, it appears, and every so often a mechanic was changing pads. None of the three cars using the aluminium Ford motor were at all happy, all three running out of breath as if with fuel starvation at high revs.

Donohue seemed to be running all right, but he didn't look particularly pleased, and one reflected that he was under rather a lot of pressure being so close to that \$40,000 for CanAm Champion. Come to think of it, no-one gave an impression of particular joy at being there. It's been a long, grinding ten weeks. Three people *had* to do well, and all the rest could hardly do well at all by comparison even if they happened to win. One had the impression that many minds were on thoughts of a nice few weeks' holiday. . .

The Chaparral did something unusual for it and broke in a major way, dropping a halfshaft off onto the circuit. It was soon replaced, but when Hall took the car out again he realised the shaft had broken because the transmission had. Thus he missed a fine last-minute battle for best day's time when the sun dipped behind the mountains and the air chilled. Donohue did 1 m 30.91 s, McLaren got down to a 30.34, and then Hulme became the first ever to reach 120 mph on a CanAm circuit when he did a lap at 1 m 29.98 s. Revson was next fastest at 32.15, and everyone who would obviously have to do quite a lot better than that.

Saturday was if anything a bit cooler, but the Ferrari was there to warm the blood. As mentioned, the brakes and handling were in need of some work, but the power department gave the impression of total reliability. During the one-hour practice bracketing noon most people set what was to be their best time, because thereafter came several hours' worth of supporting sports car and saloon races, which made the track condition deteriorate somewhat.

Bruce joined Denny in the magic 120 mph bracket in beating him for the pole position by 0.35 sec. Donohue couldn't seem to improve on his Friday time at all, but Hall got the 2G honking and exactly equalled the 1967 record time. Sam Posey with the Caldwellized Lola seemed to be really dialling into the car, the circuit and himself, and managed a 31.68. In the evening session he clipped a further 0.2 sec off that in track conditions that allowed only Amon and Gurney to improve their times, although nearly everyone was trying to.

The last 15 minutes were in fact a rare delight, with all the top people out and trying. The sun dropped into the mountains, and suddenly it was a three-ring circus to stand in the infield: should we watch Sam violently assaulting the esses, Dan knifing through Turn 7, Chris and his air brakes into 2, Peter hanging it out in 6,

Mark's incredible aplomb and Mario's intense savagery in 1, Jim's artistry with the wing through the full-bore S-scurve, plus his shocking upshifts which seem to hurl the Chaparral bodily forward; or should we enjoy the twin McLarens quietly circulating to be ready for a reply if anyone threatened their time? It was a treat, that last 1968 qualifying.

## GRID POSITIONS

Bruce McLaren McLaren-C M8A 1 m 29.63 s	Denny Hulme McLaren-C M8A 1 m 29.98 s
Jim Hall Chaparral-C 2G 1 m 30.80 s	Mark Donohue McLaren-C M6B Non-starter (1 m 30.91 s)
Sam Posey Lola-C T160 1 m 31.47 s	Mario Andretti Lola-F T70 Mk 3 1 m 31.60 s
Dan Gurney Lola-F T160 1 m 31.67 s	Peter Revson McLaren-F M6B 1 m 31.69 s
Chris Amon Ferrari 1 m 32.20 s	Jerry Titus McLaren-C M6B 1 m 32.67 s
Lothar Motschenbacher McLaren-C M6B 1 m 32.81 s	Chuck Parsons Lola-C T160 1 m 33.06 s
George Follmer Lola-F T70 Mk 3B 1 m 33.42 s	Charlie Hayes McKee-O 1 m 33.68 s
Jerry Hansen McLaren-C M6B 1 m 34.97 s	Swede Savage McLaren-F M6B 1 m 35.00 s
John Cannon McLaren-C M1B 1 m 37.09 s	Tony Settember Lola-C T70 Mk 2 1 m 37.34 s
Jo Bonnier McLaren-C M6B 1 m 37.73 s	Ed Leslie Lola-C T70 Mk 3 1 m 38.16 s
Rich Galloway McLaren-C T70 Mk 3 Non-starter (1 m 40.13 s)	Gary Wilson Lola-C T70 1 m 40.22 s
T. Peterson McLaren-C Non-starter (1 m 40.56 s)	Richard Brown McLaren-C M6B 1 m 41.05 s
George Eaton McLaren-F M1C 1 m 41.34 s	Leonard Janke McLaren-C M1C 1 m 42.38 s
Dick Barbour Lola-C T70 Mk 3 1 m 42.49 s	Bill Young Lola-C T160 1 m 42.62 s
Robert McCaig McLaren-C M6B 1 m 42.37 s	Bob Nagel Lola-F T70 Mk 3 1 m 43.13 s
Jack Millikan Lola-C Mk 2 1 m 43.42 s	Jim Paul McLaren-C M1C 1 m 43.58 s
Jay Hills McLaren-C M1A 1 m 45.6 s	

## RESERVES

Jeff Stevens Lola-C Mk 3B 1 m 46.50 s	P. Haga McLaren-F 1 m 51.34 s
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## RACE

**R**ACEDAY was ideally clear and warm. During two separate short warm-up sessions the Ferrari caused a ripple of concern by running out of fuel so suddenly that it sounded as if it had blown up. Donohue had got something sorted out, for he turned a privately-timed lap at 30.7, faster than the Chaparral had it only been official. Posey suddenly found his big Chevy misfiring, and the Autodynamics confidence looked a little strained about the corners of the eyes.

The McLaren long suit is Preparation, and now it reached a new high. There was a spare motor hanging from a crane ready to drop in either car in any last moment panic, and would you believe a complete set of new body panels standing ready for any possible repetition of the Hulme-at-Riverside problem? In the hindsight of what was about to happen, it seems positively occult.

The anthem blared out, the grid was cleared and the field exploded into life—all but the Penske engine, which refused to fire. Poor Donohue was pushed aside and the others flagged away to start the three miles of pace lap. Some perhaps were thinking of the press officials' little observation in a pre-race release that in the past three years of this race the pole sitter had never won the race, and indeed had always been involved in some kind of incident.

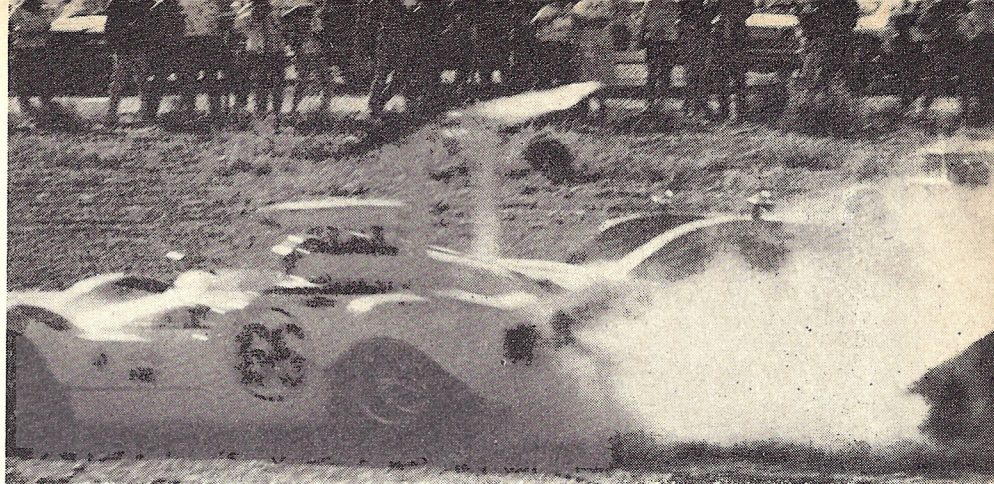
Ending the lap Andretti moved up a row to fill the Donohue vacancy, and as the starting flag swirled he followed Hulme as McLaren lagged just a bit. This brought Andretti, McLaren and Hall into the very fast right-hand Turn 1 more or less side by side.

There are a number of views of the next microsecond but, however it was, Mario felt a bump on his right rear and Bruce on his left side. The M8A's tail swung to starboard off the inside of the curve, the hounding pack broke in all directions, and for a few heartstopping moments the scene dissolved in an enormous nebula of dust and flying stones. Gradually the gloom thinned enough to see strewn racecars gathering themselves up and setting off once more, all but Amon and Hayes. The Oldsmobile was dead, and the Ferrari choked with Nevada desert.

Meanwhile the race was going on and Hulme led it, with Andretti right on his tail, Revson third and Gurney closing fast. Titus and Follmer came next, then Hall, but he went straight into his pit where his left front bodywork was taped up. McLaren followed him in to have his men check for fuel tank damage—not aware himself that in fact an entire piece of his nose was missing and they wanted to change it—and shot out again.

As the leaders got into the second lap Andretti slowed: his right rear tyre was going flat and, by the time he got around to his pit, a metal fuel line had grounded and worn through. Gurney passed Revson and set out after Hulme, and no Lola T160 has ever gone as fast. Dan was giving us a real GP show. Behind Titus and Follmer Savage, Hansen and Motschenbacher were all close, while Cannon led Leslie, Parsons, Posey and Bonnier. During this, his second lap, McLaren realised just how badly damaged his nose was, and he pitted again for the standby replacement to be fitted. Soon out once more with M8A/1 looking oddly virginal with no number or advertising on her sharp prow, Bruce got his teeth into the situation and began lapping furiously. Hall and Andretti were also well back, the Chaparral in the area of 15th place and the Lola dead last.

Dan still harried Denny, and Titus was getting close to Revson when one of Peter's tyres went down and he pitted on lap 11 to change it. Motschenbacher and Posey were getting into their stride and moving up, Sam slightly faster, so that as they both picked off the cars ahead they were coming closer together. After 13 laps Motschenbacher overtook Titus into third, and two tours later he was second as Gurney's magnificent dash ended with a U-joint unjointed



Jim Hall and Bruce McLaren charge the grass at turn one, lap one with the Ferrari joining the picture (right).

and the halfshaft flailing madly. He recalled feeling a blow on that wheel during the first turn *carambolage*. The very next lap Savage dropped out of seventh to find out why he was suddenly losing horses: the answer was failing power to the fuel pump, and as quickly as that the Eagle boys were all through with the 1968 CanAm.

After 20 laps Hulme held a safe lead, with Motschenbacher clear of Titus and Follmer, but Posey was right on the latter's tail and next time round took over fourth spot. Parsons held sixth, with Hall next and gaining. Cannon was slowing as a leak robbed him of oil pressure and filled the cockpit area with blue smoke, while Bonnier was beginning to go onto seven. McLaren was hurling his racer around with abandon: it was Mosport 1967 all over again for him, and now on lap 29 he cut the best lap of the day, 1 m 39.9 s.

In the meantime Posey got around Titus and set off after Motschenbacher's second spot, beginning a stirring duel which carried him ever closer. The gap was less than a second when, on their 31st trip, a slower car "lunched" its engine at turn 2. In the pool of oil Sam lost the big Lola and the fruit of all that hard work, rejoining some seconds behind Titus again. Parsons' nose was breaking up, and now he stopped to have another of the older style put on in its place.

At just over half distance, on lap 37, Posey once more passed Titus, just as the Chaparral overhauled Follmer into fifth. On the 43rd circuit Hall came by fourth, but smoke was coming from the tyre where the 2G's front wheel arch was disintegrating again, and next time round he whistled in for more plastic surgery and a tyre change.

Posey was no longer making an impression on Motschenbacher; his engine was going rough and would no longer pull more than 6000 rpm. At 49 laps Sam decided the trouble warranted a pit stop, which dragged on for some 3 minutes while several cures, including more fuel, were tried; but when he rejoined, now fifth, nothing had worked. He kept losing ground: first Parsons passed him, and then even Revson, with an ailing motor, did the same, just before the Shelby entry broke its suspension and retired for good.

On his lap 57 quiet George Follmer suddenly snatched third away from Titus, while McLaren's big charge was taking him into sixth from Posey. Hall was going along with him and, as they came up to unlap themselves from Motschenbacher, the scene was set for disaster.

Bruce flashed by and Jim came right up to Lothar's tail, ready to pass out of turn 1, when there was a puff of smoke from the red M6B. Some witnesses said the engine locked up, some think the left front wheel split, others feel the right front upright broke; but whatever broke, it slowed the car with a jerk. The Chaparral rammed it with terrific force and became airborne, rolling over and slamming down on its back at perhaps 120 mph. The entire front of the chassis including the instrument panel pulled completely away, obviously ripping the fuel tanks open, and the rear of the car crumpled

into a ball of wreckage.

By sheer good fortune this part of the track was well populated with onlookers, and several were at the car almost as it stopped. Hall was conscious but soaked with petrol, and journalist Charlie Fox among others were just pulling him from under the wreckage when the whole thing caught fire. Marshals had it out in a second, but Hall had both legs broken, a fractured jaw and damaged knee, and had inhaled petrol and extinguisher fumes. The other machine also caught alight, but it slid to a halt somewhat less violently, and Motschenbacher was able to leap away before much more than his legs were burned.

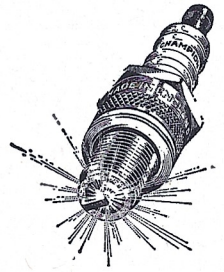
The race had a dozen laps remaining and they reeled away with, mercifully, no more drama, except that Posey repassed McLaren on lap 62 of the 70. Bruce's brakes were completely gone and at the finish, when Denny at one end of the pits was already being wreathed and kissed and interviewed, the Kiwis at the other end had to pile onto Bruce and bodily drag him to a stop. His one point for sixth place resolved what would have been a tie with Donohue for second in the series.

### Stardust Grand Prix Stardust Raceway, Las Vegas, November 10 CanAm Series, round 6 (final round) 70 laps, 210 miles

- 1, Denny Hulme (7.0 McLaren-Chevrolet M8A), 1 h 52 m 15.38 s, 113.1 mph (race record);
  - 2, George Follmer (7.0 Lola-Ford T70 Mk 3B), 1 h 53 m 35.08 s;
  - 3, Jerry Titus (6.0 McLaren-Chevrolet M6B);
  - 4, Chuck Parsons (7.0 Lola-Chevrolet T160), 69 laps;
  - 5, Sam Posey (6.0 Lola-Chevrolet T160), 69;
  - 6, Bruce McLaren (7.0 McLaren-Chevrolet M8A), 69;
  - 7, George Eaton (5.8 McLaren-Ford M1C), 66;
  - 8, Jo Bonnier (7.0 McLaren-Chevrolet M6B), 65;
  - 9, Dick Brown (6.0 McLaren-Chevrolet M6B), 63;
  - 10, Gary Wilson (6.1 Lola-Chevrolet T70), 63;
  - 11, Leonard Janke (6.0 McLaren-Chevrolet M1C), 63;
  - 12, Mario Andretti (5.0 Lola-Ford T160), 63;
  - 13, Bob Nagel (7.0 Lola-Ford T70 Mk 3), 61;
  - 14, Jay Hills (7.0 McLaren-Chevrolet M1A), 60.
- DNF: Lothar Motschenbacher (6.2 McLaren-Chevrolet M6B), 59 laps, accident; Jim Hall (7.0 Chaparral-Chevrolet 2G), 58, accident; Peter Revson (7.0 McLaren-Ford M6B), 55, rear suspension; Roger McCaig (6.0 McLaren-Chevrolet M6B), 47, did not qualify; John Cannon (6.0 McLaren-Chevrolet M1B), 45, did not qualify; Tony Settember (6.0 Lola-Chevrolet T70 Mk 2), 44, blown engine; Dick Barbour (Lola-Chevrolet T70 Mk 3), 34, broken gearlever; Bill Young (6.0 Lola-Chevrolet T70 Mk 3), 30, gearbox; Ed Leslie (5.0 Lola-Chevrolet T70 Mk 3 GT), 28, oil pressure; Jack Millikan (6.0 Lola-Chevrolet T70 Mk 2), 20, holed sund; Swede Savage (5.0 McLaren-Ford M6B), 18, fuel pressure; Dan Gurney (5.3 Lola-Ford T160), 15, universal joint; Jerry Hansen (7.0 McLaren-Chevrolet M6A), 5, broken wheel; Jim Paul (6.2 McLaren-Chevrolet M1C), 5, fuel tank; Chris Amon (6.3 Ferrari), 0, dirt in fuel injector; Charlie Hayes (6.4 McKee-Oldsmobile), 0, accident; Mark Donohue (7.0 McLaren-Chevrolet M6B), non-starter, ignition.
- Fastest lap: McLaren, 1 m 39.9 s (record).
- Final CanAm positions and prize money: 1, Hulme, 35 pts, \$40,000; 2, McLaren, 24, \$26,460; 3, Donohue, 23, \$16,700; 4, Jim Hall, 12, \$10,080; 5, Motschenbacher, 11, \$7560; 6, Cannon, 10, \$6300; 7, Follmer, 6, \$5670; 8, Titus, 5, \$5040; 9, Posey and Parsons, 5, \$4095.



# **GO** *INSTANTLY POWERFULLY ECONOMICALLY* *with* **CHAMPION**



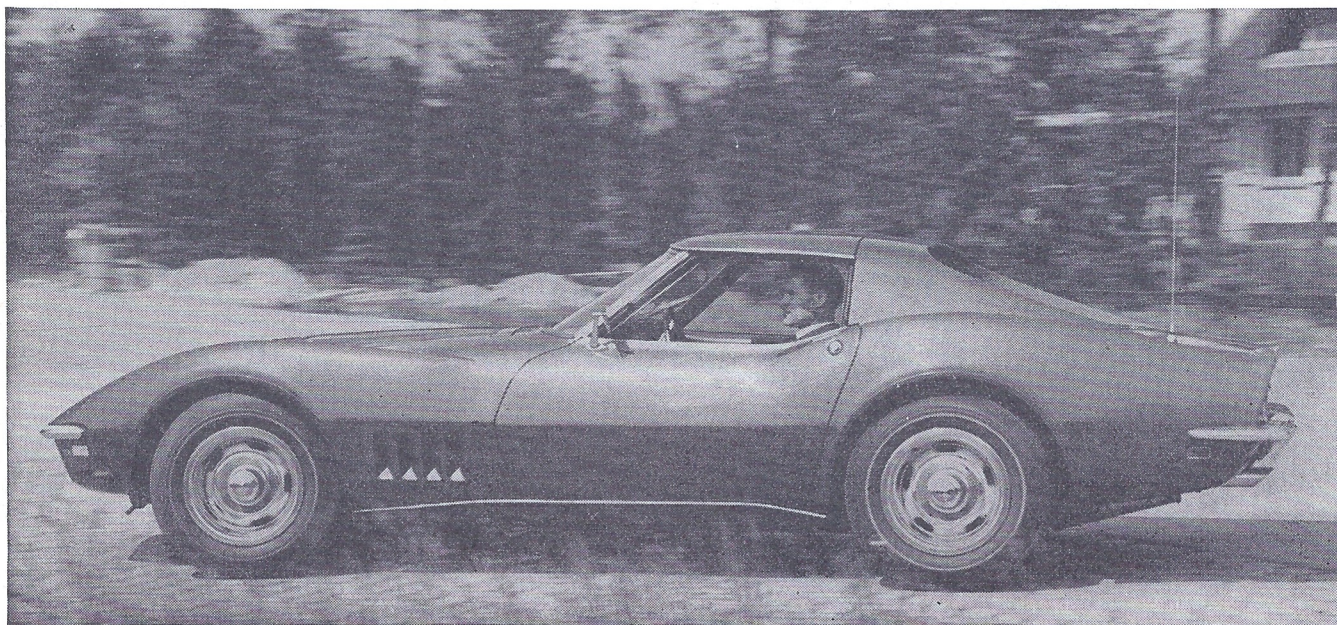
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## Weekend with a Stingray

By DAVID PHIPPS

**A**FTER all the frustrations of motoring in Britain it is a real relief to get onto the derestricted roads of the Continent in a decent car, and accordingly I arranged to borrow a 7-litre Chevrolet Corvette for a recent weekend in Belgium.

I collected the car from General Motors Continental in Antwerp, and after a slow crawl to the autoroute I was soon cruising at a steady 120 mph, slowing to around 100 mph when it started to rain and preceding cars began to throw up spray. Even though there were only two lanes each way, and the traffic was fairly heavy, I was held up only a few times by slower traffic, and on these occasions the Antwerp-installed headlamp flasher (there is a separate switch which allows the lamps to be kept in the up position for instant flashing) cleared the way almost miraculously. However, a sudden surge of wheelspin at 4000 rpm in top gear made me a little wary of both the Firestone wide oval tyres and the effects of opening the outer two carburetters. The Corvette has three two-barrel Holley carburetters, and only uses the central one for

operation at low and moderate speeds.

Leaving the autoroute at Verviers I became still more wary of the tyres, and it was all I could do to keep ahead of a 2CV on a particularly twisty stretch of pavé. And even out in the country the car leapt about so much on the bumps that anything over 80 mph felt extremely hazardous.

It was really wet by the time I got to Francorchamps, and the half-lap of the Spa circuit I did on the way to Stavelot was more than enough to convince me I would never have made a racing driver. The Corvette was all over the road on the bumps at Burnenville, and 60 mph seemed quite enough for the Masta Kink, which Formula 1 cars take—in the dry at least—at something over 160 mph.

When I got to the hotel I realised why the General Motors people had insisted on loading my luggage; the "boot" is even smaller than on most British sports cars, and the only means of access is from inside the car. As the catch for the driver's seat back rest is totally inaccessible with the

seat right back—which is where almost everybody would have it—loading or unloading becomes a major operation.

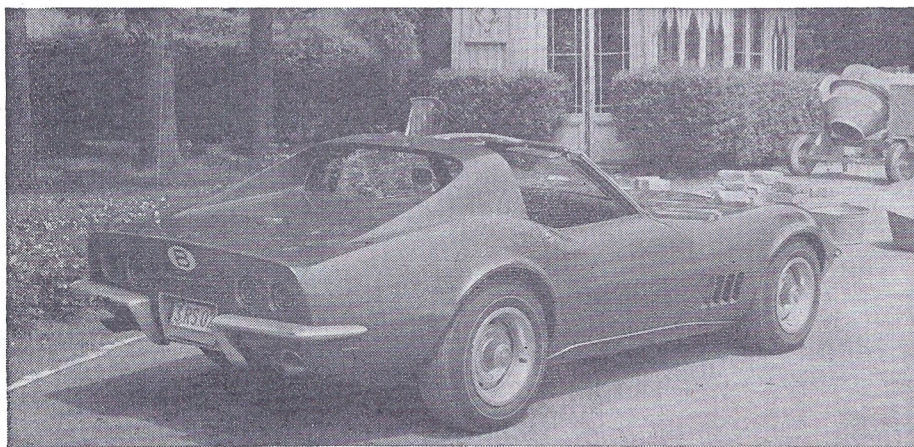
Another infuriating feature is GM's so-called anti-theft device, which operates a buzzer whenever the driver's door is opened with the key in the ignition. This is meant to prevent owners leaving the car unlocked with the key *in situ*, but it also prevents them having a picnic with the door open and the radio on, because the buzzer also operates with the key in the accessory position and interferes with radio reception almost as much as most of London's neon signs.

In fine weather, of which there was very little, the Corvette's roof panels can be removed to provide open air motoring—the only snag being that there is nowhere to put them unless you have absolutely no luggage in the car. It is also possible to remove the rear window, but I didn't try this because of dire warnings from an American friend about the problems of putting it back again.

There were two separate safety belts in the Corvette, one lap strap and one diagonal, and an ignition-operated, manually cancellable red light to remind you to wear them. And in addition to all the usual instruments—the small ones poorly calibrated—there were fibre optic indicators for all the exterior lights when they were in use.

Next morning it was dry and sunny and I completed a lap of the Spa circuit in rather better style, getting up to around 140 mph on one of the uphill straights. But the car still felt rather odd on the corners, tucking in its nose as power was applied rather than hanging its tail out in the normal manner. At first I put this down to the tyres, but later I decided that it was a characteristic of the suspension, built-in to counteract the dreaded oversteer.

After a few gentle laps of the circuit the needle of the fuel gauge was firmly on Empty. Rough calculations showed that I had got through 16 gallons of petrol in less than 160 miles, even though I had very rarely used either the intermediate gears or full throttle. Both the clutch and gear-



*With its embryonic spoiler and side vents, the Corvette's styling is strangely reminiscent of a GTO Ferrari.*



box were extremely light for a car of this type, but it was never really necessary to use anything other than first and top. I made no attempt to take a full set of performance figures, but I did establish that it took less than 15 seconds to accelerate from a standstill to 100 mph.

The dark blue Corvette drew a lot of attention. In general appearance it looks very much like a front-engined Ferrari of the early sixties, and the glass-fibre bodywork is extremely well finished. One adverse feature of the styling is very poor three-quarter rear vision, and another is a marked lack of interior space at shoulder level. However, leg room is quite reasonable and the seats are very comfortable, even though there is no provision for altering the rake of the back-rest.

Leaving Spa I took a bumpy back road to Malmedy, and after crawling round a few hairpins behind a group of caravans I was able to make the most of the Corvette's acceleration to pass thirty or forty cars at a time on the short straights of the smooth and well-engineered road to Eupen.

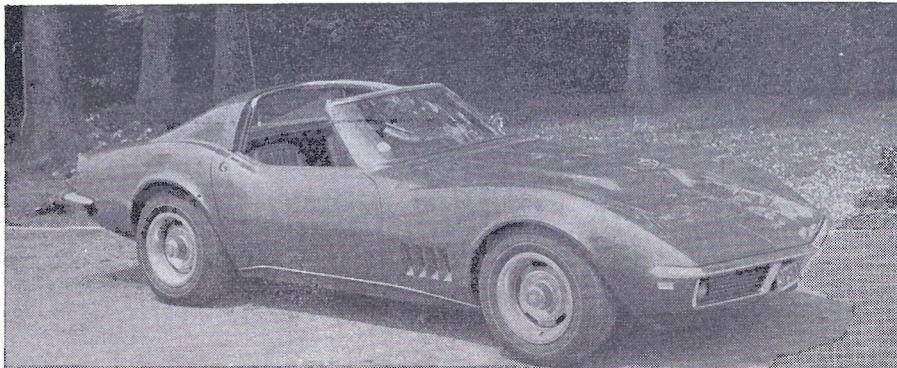
I by-passed Eupen on a narrow but well-signposted diversion and then took on another £3-worth of fuel before joining the autoroute, where a steady 5000 rpm (125 mph) took me past Liège and Hasselt in no time at all. But then the car, which had been running dead straight, began to wander slightly, and after slowing to 80 mph without any improvement I concluded that a rear tyre was deflating and pulled on to the hard shoulder. I still had plenty of time to catch my plane so I wasn't too concerned—until I opened the jack compartment and could find neither jack nor tools. (Subsequently I discovered there was another compartment beneath my suitcase, and it is quite possible that the jack was in there.)

Fortunately the tyre was still only partly deflated, so there was nothing for it but to drive to the next autoroute exit and find a garage. The first was closed, and the next one had nothing but an old scissors-type jack which buckled before it had even started to lift the car, but a passing Opel driver came to my rescue and after a lot of heaving and grunting—during which the sharp-edged wheel trims took several slices out of my fingers—we managed to get the wheel changed. However, by this time it was almost an hour since I had first stopped, and despite some highly illegal driving through Diest and Leuven I reached Brussels Airport just in time to watch BEA's Trident, the last of the day, take to the skies. Fortunately I managed to get on the first flight the next morning, but the puncture, and the lack of tools, clearly coloured my impressions of the car.

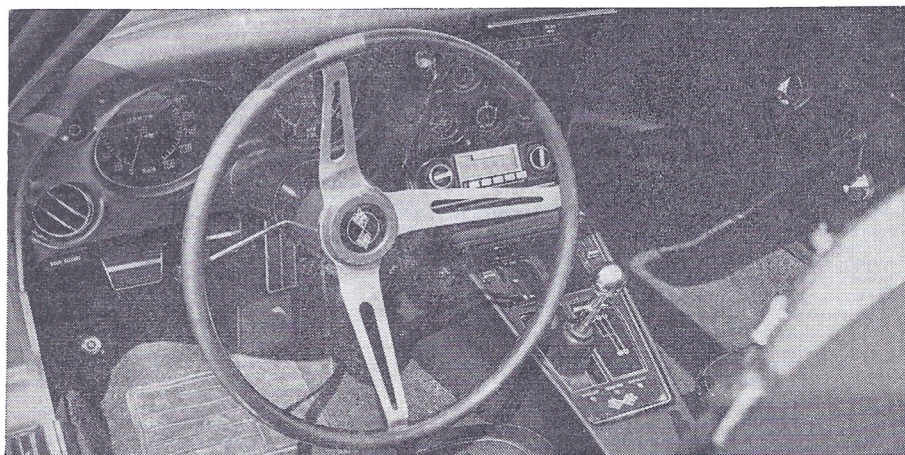
Now my cuts have healed, I can only conclude that the latest Corvette would be a very suitable vehicle for anyone who likes his car to attract a lot of attention, who only needs two seats, and who does a lot of Continental autoroute driving—particularly if he can afford to burn fuel at a rate of 6-10 mpg. A Porsche, an Alfa Romeo or a Lotus Elan would be more suited to ordinary roads, but there is nothing—not even an E-type—which can match the effortless top gear acceleration of a 7-litre Corvette. It stops well too, though the big four-wheel discs have too much power assistance for my liking, and it would probably go round corners better on some suitable European tyres.

My Mini felt awfully sluggish when I got back to London Airport.

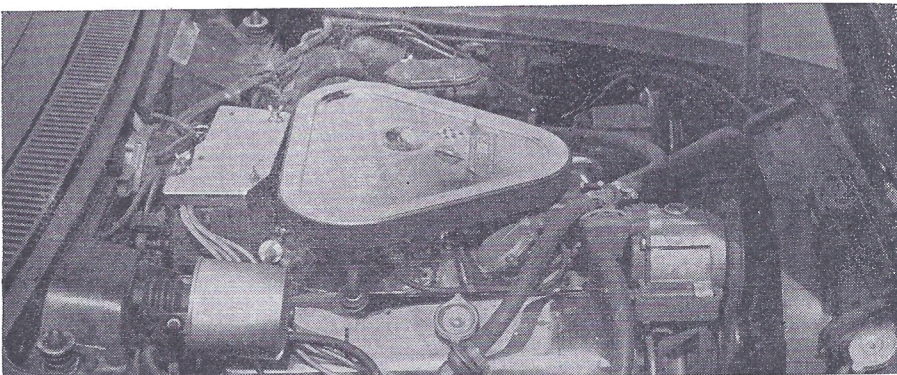
*An attractive feature of the coupé Corvette is that the roof panels can be removed, although stowage is a problem if any luggage is being carried.*



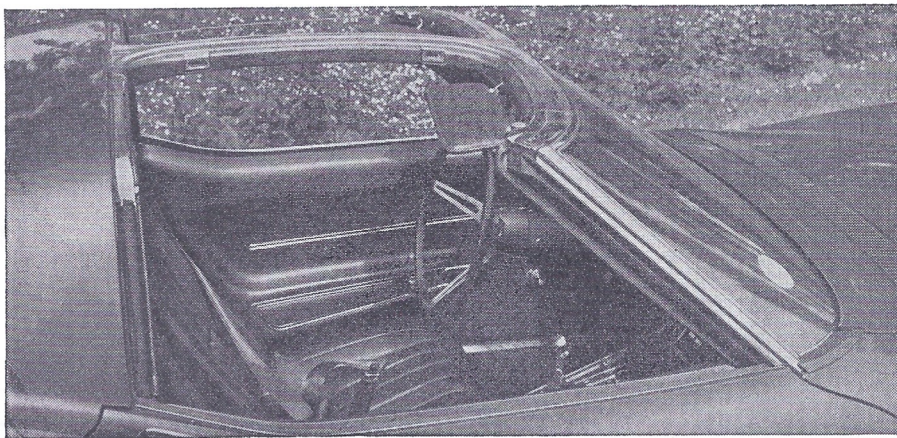
*From any angle the Chevrolet Corvette is a handsome beast, but the coupé styling reduces rear/side vision, and shoulder room is a bit limited.*



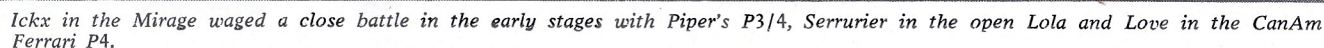
*Flight deck: the Corvette pilot has plenty of dials to read, and a short stubby lever with which to change gears—which is rarely necessary.*



*The 7-litre V8 lump is an impressive sight, with a big triangular air cleaner topping the three twin-choke Holley carburetters—of which only the centre one operates at small throttle openings.*







**Jacky Ickx/David Hobbs win opening Springbok round after Ferrari challenge fades—Tony Dean/Basil van Rooyen (Dino) fine second—Paul Hawkins/John Love third in Group 7 Ferrari—Piper/Attwood Ferrari retires**

**F**OR the second year running the 5.7 JW Mirage-Ford, the now rarely-used Group 6 version of the GT40, has won the Rand Daily Mail Nine Hours at Kyalami, the opening round of the South African Springbok Series. Partnering last year's winner, Jacky Ickx, was David Hobbs. A remarkable second was Tony Dean's Dino, shared with local man Basil van Rooyen; the Group 7 CanAm Ferrari P4 of Paul Hawkins/John Love was delayed by misfiring in the very wet final hours of the race and eventually finished third after having led earlier. Another fine 2-litre placing was that of the works Chevron-BMW of Brian Redman/Tim Schenken, which was fourth ahead of Mike de Udy/Frank Gardner (Lola T70) and Hans Herrmann/Hans-Dieter Dechent (Porsche 907).

**L**AST year's entry for the Kyalami Nine Hours race was considered good, but this time there was an even bigger variety of cars. First and foremost had to be the same 5.7 JW Mirage which won last year, but this time with David Hobbs partnering Jacky Ickx. The rest of the big class cars were all under five litres, with the main opposition likely to come from the 4.4 Ferrari P3/4 of five-times previous winner David Piper, with Richard Attwood co-driving, the ex-CanAm open 4.4 Group 7 P4 of Paul Hawkins, shared with South African champion John Love, the Lola T70 Mk 3 coupé of Mike de Udy and Frank Gardner, and the old faithful open Mark 1 Lola T70 of Doug Serrurier and Jackie Pretorius, this last car being fitted with the 4.7 Ford engine out of the Pretorius Formula A car. Two other big cars were present: the Lola Mark 3 of Jackie Epstein and local man Dave Charlton, and the ex-Edward Nelson Ford GT40 (with Weslake heads and fuel injection) of Malcolm Guthrie and Mike Hailwood (who partnered Nelson to third place here last year in this car). Two cars with plenty of potential were the pair of Team VDS T33 V8 Alfas, fitted with 2.5-litre engines and driven by Teddy Pilette/Rob Slotemaker and Karl von Wendt/Taf Gosselin.

The Ferrari Dino of Tony Dean, shared with Basil van Rooyen, was up against no less than four Porsches, the fastest prob-





ably being the 2.2-litre 907 of Hans Herrmann and Hans-Dieter Dechent. The others were the 910 (with 908 rear suspension and 12-ins rear rims) of Charles Lucas and AUTOSPORT's Paddy McNally, Tony Dean's Carrera 6 driven by Peter Gethin and local saloon man Peter Gough, and the local Carrera 6 of Clive van Buuren and Bruce van der Merwe. Two more newcomers to South Africa were the works Chevron-BMWs of Brian Redman/Tim Schenken and Derek Bennett/Digby Martland, and the Lotus 47 of Vic Walker/Peter Clarke. The rest of the field was made up of local GT and saloon cars of differing standards of performance.

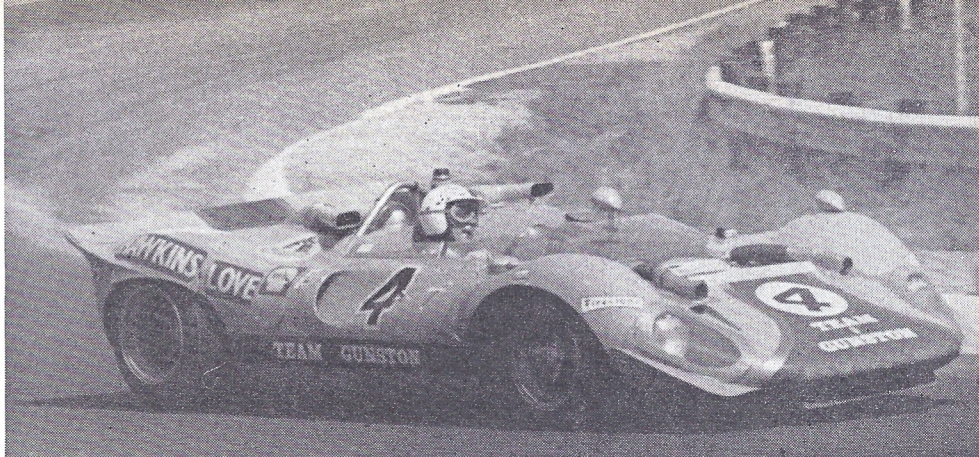
## PRACTICE

THE circuit was available for private practice for the whole of the preceding week, and all the European cars were out sorting out gearing, cooling and carburation (the circuit is at nearly 6000 feet above sea level, which affects engine power considerably). It's summer in South Africa now and temperatures were well into the 90s every day, with track surface reaching 135 deg F one day! Most cars had minor problems, but on the Wednesday the Hawkins/Love Ferrari, running in Team Gunston colours, had no oil pressure and the team lost most of that day putting it right. During Friday's official practice an oil union broke leaving a trail round half the circuit, but fortunately a replacement was made and fitted just in time for the race, and no damage had been done to the engine. Guthrie/Hailwood ran in a new engine and Dean/van Rooyen had a small electrical fire, but most people had only carburation and cooling problems, the latter being solved by fitting extra coolers, ducting or making extra outlets.

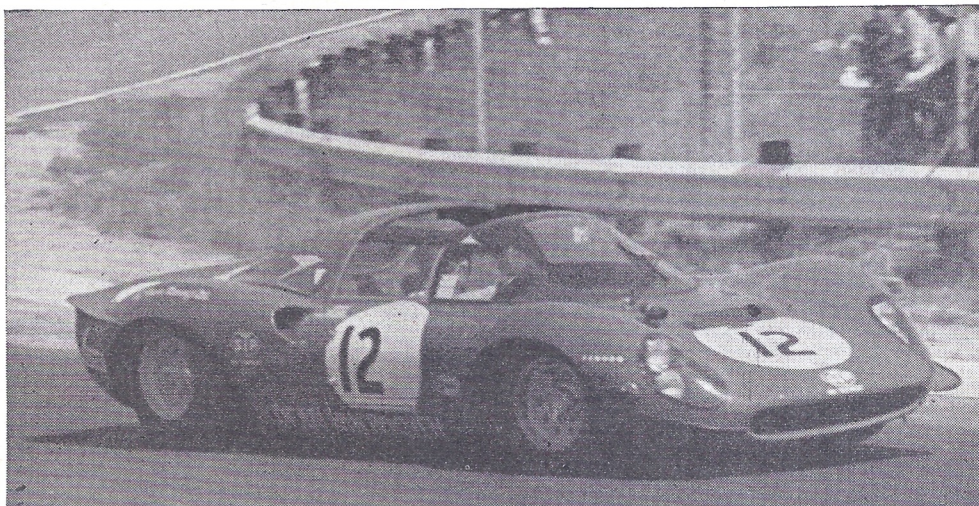
For this race competitors only needed to do three laps each in daylight and darkness to qualify, so practice times don't necessarily tell you who's fastest. From unofficial timing Attwood/Piper were, with a lap in 1 m 25.5 s, but in any case the positions for the Le Mans start line-up weren't decided on times anyway, but on potential times for the Index of Performance. Thus first car in line was the Mirage, followed by the older Lola, the two big Ferraris, the two Lola coupés, the GT40, and so on. However, official practice times were published as follows:

- 1, Hawkins/Love (4.4 Ferrari P4 G7), 1 m 26.3 s; 2, Piper/Attwood (4.4 Ferrari P3/4), 1 m 27.2 s; 3, Ickx/Hobbs (5.7 Mirage-Ford), 1 m 28.0 s; 4, De Udy/Gardner (5.0 Lola-Chevrolet T70 Mk 3), 1 m 29.1 s; 5, Gethin/Gough (2.0 Porsche Carrera 6), 1 m 30.0 s; 6, Pretorius/Serrurier (4.7 Lola-Ford T70 Mk 1), 1 m 30.5 s; 7, Dean/Van Rooyen (2.0 Ferrari Dino 206S), 1 m 31.5 s; 8, Herrmann/Dechent (2.2 Porsche 907) and Guthrie/Hailwood (4.7 Ford GT40), 1 m 31.8 s; 10, Redman/Schenken (2.0 Chevron-BMW B8), 1 m 32.8 s; 11, Martland/Bennett (2.0 Chevron-BMW B8), 1 m 33.4 s; 12, Lucas/McNally (2.0 Porsche 910), 1 m 33.5 s; 13, von Wendt/Trosch (2.5 Alfa-Romeo T33), 1 m 33.9 s; 14, Epstein/Charlton (5.0 Lola-Chevrolet T70 Mk 3), 1 m 34.3 s; 15, McGillewie/McKenzie (2.0 Elfin T300), 1 m 34.4 s; 16, Pilette/Slotemaker (2.5 Alfa-Romeo T33), 1 m 34.8 s; 17, van Buuren/van der Merwe (2.0 Porsche Carrera 6), 1 m 38.1 s; 18, Walker/Clarke (1.6 Lotus 47), 1 m 42.6 s; 19, Truter/Berrington-Smith (1.6 GSM Dart t/c), 1 m 43.5 s; 20, Viljoen/Botha (1.1 Elfin-Ford), 1 m 43.5 s; 21, Jute/Kelsey (1.6 Ecosse-Ford t/c), 1 m 45.2 s; 22, Holme/Rowe (1.6 Lotus Elan), 1 m 45.6 s; 23, S. Porter/Swanepoel (1.3 Renault-Gordini R8), 1 m 50.1 s; 24, Limberis/Tunmer/McNicol (1.3 Mini-Marcos), 1 m 50.5 s; 25, Alderton/Driver (1.3 Alfa-Romeo GTA Junior), 1 m 52.1 s; 26, P. Porter/Mortimer (1.3 Renault Gordini R8), 1 m 52.2 s; 27, Rundel/Taylor (1.6 Peco Lolette Spyder), 1 m 52.6 s; 28, Chatz/Schultze (1.8 Volvo 122S), 1 m 52.9 s; 29, Hetteema/Bosman (1.6 Toyota GT5 coupé), 1 m 53.4 s; 30, Marais/Wingels (1.8 Volvo 122S), 1 m 54.0 s; 31, Verwey/Seymour (1.3 Mini-Cooper S), 1 m 54.5 s; 32, Cowell/Fritelli (1.6 Alfa-Romeo GT Sprint), 1 m 55.1 s; 33, van der Heever/Mellet (1.6 Alfa-Romeo Giulia), 1 m 59.0 s.

AUTOSPORT, NOVEMBER 15, 1968



Hairy machine: John Love wrestles with the CanAm Ferrari P4, which is wearing Team Gunston colours for the Springbok Series.



Sensation of the race was the smooth driving of Tony Dean (driving here) and Basil van Rooyen in Tony's 2-litre Dino. They were second overall.

## RACE

SATURDAY was again really hot, and over 75,000 people basked in the 90-plus temperature waiting for the 2 pm start. Jacky Ickx's recently broken leg wasn't really up to running across the circuit, so David Hobbs was doing that bit for him.

When the flag came down it was Teddy Pilette who shot across the circuit, into his car and away into a 5-secs lead while the rest were coaxing their engines to start or fastening seat belts. However, the Alfa's lead was short-lived, because after the first three-lap sort-out most of the quick cars were up to their rightful places and the first bunch consisted of Ickx's Mirage, Piper and Love in the Ferraris, Serrurier's Lola and Herrmann's Porsche. De Udy and Hailwood hadn't made very good starts, but were soon up in sixth and seventh places ahead of Herrmann, Dean's Dino, Gough and Lucas in their Porsches and Redman's Chevron.

The second Alfa of Von Wendt and the Epstein Lola were both in trouble almost from the start, making repeated stops to cure overheating and loss of oil respectively, and neither was ever in the running. The Lotus 47 also stopped after only 40 mins when an oil pipe which had come adrift couldn't be replaced without moving the engine on its mountings.

Love, Ickx and Piper were giving the crowd good value for money up the front and swapping places at different points on the circuit. Behind them Serrurier led de Udy, Pilette and Hailwood, while Herrman dropped back after a stop to change wheels when a balance weight fell off.

After 90 minutes' racing the first pitstops started, and one of the first was Hailwood who had been driving steadily to orders in

his first car race this year. After refuelling Guthrie took over, but he only did two laps before losing the car at Leeukop and tearing a wheel off when the car embedded itself in the bank. At just about this time one of the slower cars got in Piper's way and caused him to brush a barrier, but he continued after a quick check to see all was well. The van Buuren Porsche stopped on the circuit when the engine dropped a valve, while Lucas brought in the 910 with a seized wheel bearing. An unfortunate Porsche owner in the paddock had his car stripped to repair this, but the car still lost an hour, and with it all chances of finishing well up.

Love and Ickx made their routine stops to leave Piper in the lead, which he retained when Attwood took over. Hawkins lost time stopping again to replace a wheel after a puncture, and Hobbs came in to have spilt fuel mopped out of his seat; then Attwood made several stops to change wheels to try to cure vibration. This put the order back to what it had been before the pitstops—Hawkins' Ferrari. Hobbs' Mirage and then the Piper car. De Udy's Lola took over fourth place after Serrurier stopped to replace oil which was leaking out of a split rad, but on Mike's last lap before coming in to let Gardner take over, a condenser wire broke, and they lost nearly 20 mins locating and fixing it. This put the Serrurier/Pretorius Lola back in fourth place, followed by the Dean/van Rooyen Dino. Further down the field Redman/Schenken and Gethin/Gough were going well and moving up the lap charts nicely, but then the Porsche had to stop to have a coil replaced.

In the last two daylight hours Hawkins and Love maintained their one-lap-plus lead over Ickx/Hobbs, but Piper/Attwood and Serrurier/Pretorius both lost more time

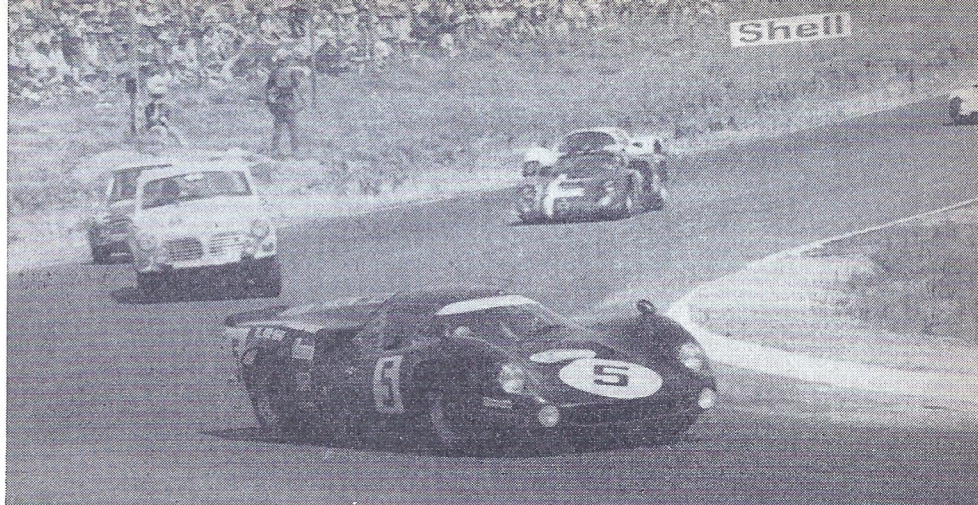


with further pitstops. The Pilette/Slotemaker 2.5 Alfa T33, which had got up to third place at one stage, made several stops to try to cure a fuel blockage, and dropped down to seventh place. Dean/van Rooyen also lost fourth place when their Dino wouldn't restart after a routine stop; the fuel metering device was causing the engine to flood. These dramas put the Herrmann/Dechent Porsche back to third place, a lap ahead of the Redman/Schenken Chevron.

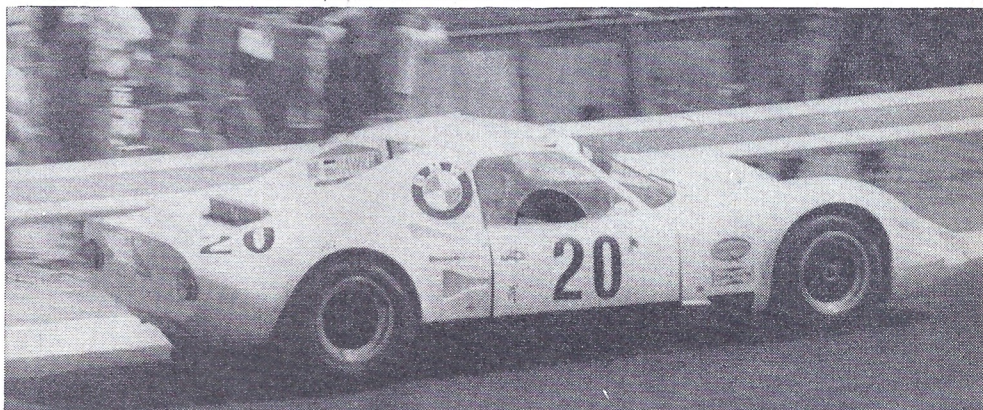
By 7 pm it was completely dark, and Hawkins/Love were still over a lap ahead of the Mirage. Attwood had to bring in the P3/4 as only one headlight was working, and the nose was replaced as this was the quickest cure! However, the new section's lack of spoilers made the handling suffer and they dropped still further behind. More pit stops put the Dino back into fourth place, with the Porsche 907 a lap behind, and de Udy/Gardner and Piper/Attwood managed to push the Chevron back to seventh again.

A long routine stop for new wheels and fuel put the Hawkins/Love car back into second place, and then at 8 pm Hawkins came in for more oil. A few laps later it started to drizzle and he came in again for rain tyres to be fitted. As he went out to rejoin the race the rain started coming down in earnest and the other pits started calling in their drivers too. The Herrmann/Dechent Porsche had to stop to have a carburettor replaced—it might have made up ground at this point—and this let the Chevron back into fifth place, as the Redman/Schenken pair didn't change tyres.

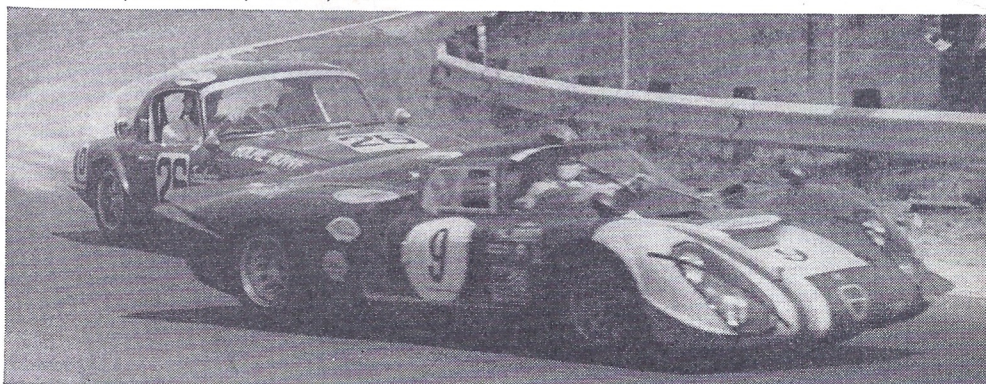
When Hobbs stopped to have his tyres changed the Ferrari went back into the lead, but this was short-lived as Hawkins had to stop to mop up fuel spilt in the cockpit during the stop. Love went out, but had



Mixed traffic: the Epstein/Charlton Lola T70 leads the Marais/Wingels Volvo 122S, the Cooper/Viljoen Mini, the Pilette/Slotemaker Alfa T33, the van Buuren/van der Merwe Carrera 6 and the Herrmann/Dechent Porsche 907.



Backing up the first works Chevron of Redman/Schenken, which was fourth, was the Martland/Bennett car, which finished seventh.



The von Wendt/Trosch Alfa T33, destined for early retirement, staves off the incredible Lotus Elan of veteran Jack Holme/John Row. The Elan finished well up yet again this year it was eighth.

#### Rand Daily Mail Nine Hours, Kyalami, November 9

- 1, Jacky Ickx/David Hobbs (5.7 Mirage-Ford), 314 laps (800 miles), 88.9 mph\*;
- 2, Tony Dean/Basil van Rooyen (2.0 Ferrari Dino 206S), 302 laps\*;
- 3, Paul Hawkins/John Love (4.4 Ferrari P4 G7), 302 laps;
- 4, Brian Redman/Tim Schenken (2.0 Chevron-BMW B8), 301 laps\*;
- 5, Mike de Udy/Frank Gardner (5.0 Lola-Chevrolet T70 Mk 3 GT), 291 laps\*;
- 6, Hans Herrmann/Hans-Dieter Dechent (2.2 Porsche 907), 287 laps\*;
- 7, Digby Martland/Derek Bennett (2.0 Chevron-BMW B8), 276 laps;
- 8, Jack Holme/John Rowe (1.6 Lotus Elan), 270 laps\*;
- 9, Scamp Porter/Chris Swanepoel (1.3 Renault-Gordini R8), 267 laps\*;
- 10, Phil Porter/Geoff Mortimer (1.3 Renault-Gordini R8), 267 laps;
- 11, Jackie Pretorius/Doug Serrurier (4.7 Lola-Ford T70 G7), 262;
- 12, Arnold Chatz/Spencer Schultze (1.8 Volvo 122S), 262\*;
- 13, Charles Lucas/Patrick McNally (2.0 Porsche 910), 258;
- 14, David Piper/Richard Attwood (4.4 Ferrari P4), 255;
- 15, Frank Rundel/Stan Taylor (1.6 Peco Lolette Spyder t/c), 250\*;
- 16, Jan Hettema/Gene Bosman (2.0 Toyota GT5 coupe), 249\*;
- 17, Chris van der Heever/Steve Mellet (1.6 Alfa-Romeo Giulia), 249;
- 18, John Truter/Keith Berrington-Smith (1.6 GSM Dart t/c), 236;
- 19, John Cooper/Fanie Viljoen (1.3 Mini-Cooper S), 235;
- 20, Peter Gethin/Peter Gough (2.0 Porsche Carrera 6), 228;
- 21, Jackie Epstein/Dave Charlton (5.0 Lola-Chevrolet T70 Mk 3 GT), 227;
- 22, Danny Alderton/Paddy Driver (1.3 Alfa-Romeo GTA Junior), 214;
- 23, Teddy Pilette/Rob Slotemaker (2.5 Alfa-Romeo T33).

\*Class winners.  
Index of Performance: 1, Chatz/Schultze, 101.16 per cent; 2, Porter/Swanepoel, 100.05; 3, P. Porter/Mortimer, 100.05; 4, Redman/Schenken, 97.87; 5, Heever/Mellet, 96.98; 6, Holme/Rowe, 95; 7, Hettema/Bosman, 93.59; 8, Dean/Rooyen, 91.81; 9, Ickx/Hobbs, 90.13; 10, Martland/Bennett, 89.14; 11, Cooper/Viljoen, 89.53; 12, Hawkins/Love, 87.81; 13, Herrmann/Dechent, 86.82; 14, De Udy/Gardner, 86.45; 15, Rundel/Taylor, 80.24; 16, Lucas/McNally, 78.41; 17, Alderton/Driver, 6.84; 18, Truter/Berrington-Smith, 75.87; 19, Pretorius/Serrurier, 75.78; 20, Piper/Attwood, 74; 21, Gethin/Gough, 71.42; 22, Epstein/Charlton, 67.42; 23, Pilette/Slotemaker, 59.54.

Team Result: 1, Chevron: Redman/Schenken and Martland/Bennett; 2, Alfa Romeo: Alderton/Driver and Pilette/Slotemaker; 3, Renault: S. Porter/Swanepoel and P. Porter/Mortimer.

to stop again with the same trouble, and this had allowed the Dean/van Rooyen Dino to get within two laps of them. De Udy/Gardner were up to fourth again now, followed by Redman/Schenken and Piper/Attwood.

Just before 9 pm it started to rain even harder, and all the sports cars had to slow down considerably, even down the straight, due to aquaplaning. Even the Chevron had to slow, although it was probably the fastest car on the circuit while the conditions were really bad. There were many spins during this dreadful spell, but the worst was when Piper's Ferrari and the now lowly-placed Pilette/Slotemaker Alfa collided and put both cars out of the race. Both drivers were all right, but it was a sad end to both their efforts.

By 9.30 pm the Mirage was eight laps ahead, and this was increased when Hawkins had to stop to have the engine dried off as it was misfiring so badly. This promoted the Dino onto the same lap as the Lola, and yet

another stop for engine drying allowed the gallant little 2-litre to take second place. De Udy/Gardner were still fourth, but a spin and a stop to change drivers allowed the rapid Chevron past, never to be caught.

In the last half-hour the Dino had to stop for a tyre change and once again it was reluctant to start immediately; but eventually all was well, and it managed to get going without losing its second place, although the Hawkins/Love CanAm Ferrari was on the same lap. The Redman/Schenken car might have got onto the same lap as well as the two Italian cars had they not stopped to try to fix a faulty light.

Thus the Mirage won the Kyalami Nine Hours for the second year running, 12 laps ahead at the finish, with tremendous performances from the two 2-litre cars in second and fourth places. Next round in the Springbok Series is at Cape Town a week tomorrow (November 23), but a lot of repair work will be necessary before then for some cars.



# Firestone rally to locals

**Porsche 911S wins Spanish Firestone Rally—British crews third and fourth**

By PAUL STEPHENS

**E**LADIO DONCEL and Jaime Parejo won the November 2/3 international Spanish Firestone Rally in a Group 6 Porsche 911S. They beat the G5 Mini-Cooper S of José Lencina and José Mato by just 2 mins, while a further 50 secs behind in third place were Philip Cooper/Paul Stephens in a works-prepared, privately-entered G2 Cooper S. Eric Jackson/Ken Deacon were fourth in a G2 Escort TC.

Moral victors were Juan Fernández/"Artemis" in a 911R Porsche, who were winning until the final special stage when a driveshaft coupling broke. Their retirement robbed them of the Spanish Rally Championship, which now goes to Bernard Tramont and Luis Blasco who retired early in the rally with gearbox failure.

**B**Y European standards the rally is short, being of only 33 hours' duration, and in that time 18 special stages have to be completed in a total mileage of some 1500 kms. The whole event takes place in the mountainous north of Spain, centred on Bilbao. Nevertheless the physical nature of the route, although almost 100 per cent tarmac, makes the Firestone a tough, demanding rally, with timing that makes extensive servicing quite impossible. Indeed, of those cars that finished, only 10 went unpenalised on the road sections.

An attractive prize fund and generosity that provided competitors with free hotels at the finish made the Firestone an ideal event for British competitors, especially as Bilbao is so easily reached from Britain via the new car ferry, and of course, as a relatively new event it has yet to attract any full works participation. There were seven British crews on the 64-strong entry list, which included Denis Thorne/John Foden in a Lotus Cortina and Chris Lovell/Arnold Price in a 1600 Supersport Cortina GT, both of whom had finished in the top 10 in the 1967 event. The rest of the entry included two French crews, two Portuguese crews and, naturally, the best crews from Spain.

The start was from a square in the centre of Bilbao at midday on the Friday, which was a national holiday in Spain—ensuring maximum publicity.

Like all Continental rallies the full route had been published with the regulations and most of the British crews had been able to practise, although Cooper, who had driven up from Lisbon after the TAP Rally, had only been able to get a brief look at three stages and was using borrowed pace notes. Quite naturally the Spanish crews were thoroughly familiar with all the stages.

The first stage was within 30 kms of Bilbao and was on very slippery leaf-covered tarmac. It was too slippery for David Hobman/Graham Storey, who made the most inconspicuous start possible to their international rallying career by rolling their Sunbeam Imp Sport over a nasty brow after only 2 kms of rallying. Tramont immediately mastered the conditions and was quickest on the opening two stages, with Fernández close enough to make the outcome of the Spanish Rally Championship anything but a foregone conclusion.

At Vergara Denis Thorne was in trouble with a broken water pump, which eventually forced him out, and Chris Lovell was having trouble with an electrical malady, which was affecting his windscreen wipers—a rather serious defect as a fine drizzle was falling.

A fastest time by Fernández on the climb to Goyaz brought the rally to San Sebastian and to a time control, and then the wonderful stage around Mount Jaizkibel. The scenery here is truly magnificent and Tramont was presented with a most unwanted opportunity to inspect it at close quarters, for halfway up his gearbox broke and he was out.

The last of Friday's daylight stages was a 13 kms one up to Lesaca, on which Fernández and Doncel—both unaware of Tramont's exit—were really rallying.

**Special stage 1, Urruchua (12.3 kms):** 1, B. Tramont/L. Blasco (Alpine), 7 m 58 s; 2, J. Fernández/"Artemis" (Porsche), 8 m 3 s; 3, E. Doncel/J. Parejo (Porsche), 8 m 11 s; 4, N. Bosch/C. Pointioverdes (R8 Gordini), 8 m 21 s; 5, A. Ruiz Gimenez/S. Camedo (R8 Gordini), 8 m 33 s; 6, P. Cooper/P. Stephens (Cooper S), 8 m 36 s.

**SS2, Elgueta (7.5 kms):** 1, Tramont, 4 m 49 s; 2, Fernández, 5 m 1 s; 3, Doncel, 5 m 9 s; 4, J. W. Lencina/J. Mato (Cooper S), 5 m 15 s; 5, Bosch, 5 m 18 s; 6, G. Houel/B. Arriandiaga (Alpine), 5 m 19 s.

**SS3, Goyaz (10 kms):** 1, Fernández, 6 m 53 s; 2, Tramont, 6 m 54 s; 3, Doncel, 7 m 13 s; 4, Lencina, 7 m 24 s; 5, E. Jackson/K. Deacon (Escort TC), 7 m 26 s; 6, Bosch, 7 m 26 s.

**SS4, Jaizkibel (9.5 kms):** 1, Fernández, 5 m 49 s; 2, Doncel, 6 m 3 s; 3, Lencina, 6 m 17 s; 4, Jackson, 6 m 22 s; 5, Ruiz Gimenez, 6 m 22 s; 6, Bosch, 6 m 25 s.

**SS5, Arichulegui (13 kms):** 1, Fernández, 10 m 11 s; 2, Doncel, 10 m 37 s; 3, Ruiz Gimenez, 11 m 5 s; 4, Lencina, 11 m 9 s; 5, Bosch, 11 m 10 s; 6, Jackson, 11 m 15 s.

The rally was now heading south from San Sebastian toward Dampone, and then south west to Logrono for three stages. The first two of these proved quite uneventful, but on Urbasa a control never appeared, although the organisers announced that a "visual check" had been made at the point there. Most competitors, on finding this check unmanned, pressed on to the stage but some tried to find it and in doing so exceeded their maximum lateness allowance. Among those to suffer were Fernando Huete/José Madrazo (TR5). On the stage itself Robert Branzas/Maurice Matilla crashed their Alpine prototype badly, both escaping unhurt. The Zaro brothers put their Cooper S on its side as they entered a hairpin, but they righted the car, and eventually finished. Another British retirement looked imminent when Alan Thurlow/Chris Gray, who had been getting slower and slower in their Cooper S, managed to rectify an ignition malady.

After one more stage at Herrara the rally returned to Bilbao to the Firestone factory for a stop of one hour.

**SS6, Leiza-A-Huici (7 kms):** 1, Fernández, 5 m 22 s; 2, Ruiz Gimenez, 5 m 25 s; 3, Cooper, 5 m 31 s; 4, Jackson, 5 m 31 s; 5, Lencina, 5 m 34 s; 6, Doncel, 5 m 36 s.

**SS7, Alto De Elhauri (8 kms):** 1, Fernández, 5 m 19 s; 2, Jackson, 5 m 26 s; 3, Ruiz Gimenez, 5 m 23 s; 4, Doncel, 5 m 29 s; 5, Lencina, 5 m 33 s; 6, Cooper, 5 m 35 s.

**SS8, Urbasa (21 kms):** 1, Fernández, 14 m 18 s; 2, Doncel, 14 m 18 s; 3, Bosch, 14 m 36 s; 4, Cooper, 14 m 38 s; 5, Lencina, 14 m 47 s; 6, J. Saez de Buruaga/J. Villalaba (Cooper S), 14 m 52 s.

**SS9, Puerto De La Herrera (7.5 kms):** 1, Fernández, 5 m 07 s; 2, Doncel, 5 m 11 s; 3, Saez de Buruaga, 5 m 14 s; 4, Lencina, 5 m 21 s; 5, Bosch, 5 m 23 s; 6, Cooper, 5 m 24 s.

Fernández now had a clear lead from Doncel and then Lencina. Next up were Nuno Bosch/Charles Pointioverdes in a G2 Renault R8 Gordini and Ruiz Gimenez/S. Camedo in another Gordini, with Jackson, Cooper and Lovell in close pursuit.

At the restart the rally went west for stages near Villacarriedo and two fabulous climbs in the Peña Sagra mountains. Phillip Cooper's Firestone racing tyres had lost him 2 mins on one very wet stage, so he changed back to all-weather Dunlop racers. Jackson, too, was complaining about poor tyre performance, though he was running on Good-year Ultra Grips. Meanwhile Lovell had detected expensive noises from his differential and let up as much as he was able.

It really was a great pity that the stage at Luengas was cancelled for not only was it the only stage which was at all loose, but it was partially foggy. The police failed to turn up, so the road could not be closed as a stage and the rally passed over it.

**SS 10, Alisas (16 kms):** 1, Fernández, 12 m 20 s; 2, Doncel, 12 m 27 s; 3, Lencina, 12 m 43 s; 4, C. Lovell/A. Price (Cortina GT), 13 m 04 s; 5, Cooper, 13 m 14 s; 6, Jackson, 13 m 19 s.

**SS11, Puerto De La Braguia (8.2 kms):** cancelled.

**SS12, Carmona (11 kms):** 1, Doncel, 8 m 50 s; 2, Lencina, 8 m 56 s; 3, Cooper, 9 m 17 s; 4, Fernández, 9 m 25 s; 5, Lovell, 9 m 33 s; 6, Ruiz Gimenez, 9 m 40 s.

**SS13, Puerto De Piedras Luengas (17.5 kms):** cancelled.

By now it was daylight and the rally headed south on a long uninteresting loop to Burgos and a control. There now remained a 300 kms run back to Bilbao for a further four stages.

Apart from the normal process of reducing the entry by over half this had been a fairly undramatic rally. Undramatic, that is, until it was in sight of Bilbao and the last stage of 11.8 kms at Vivero, in front of literally thousands of spectators.

Except for an occasional misfire at low revs Fernández's motor had been running like clockwork, but on the climb to the top of the stage a driveshaft coupling broke.

**SS14, Las Mazorras (12 kms):** 1, Doncel, 7 m 44 s; 2, Lencina, 7 m 46 s; 3, Fernández, 7 m 47 s; 4, Cooper, 7 m 50 s; 5, Ruiz Gimenez, 8 m 7 s; 6, Jackson, 8 m 08 s.

**SS15, La Barrerilla (8 kms):** 1, Doncel, 5 m 39 s; 2, Fernández, 5 m 40 s; 3, Lencina, 5 m 44 s; 4, Cooper, 5 m 49 s; 5, Jackson, 5 m 53 s; 6, de Buruaga, 5 m 54 s.

**SS16, Dima (14.2 kms):** 1, Doncel, 9 m 56 s; 2, Cooper, 10 m 2 s; 3, Fernández, 10 m 09 s; 4, P. Puche/A. Latorre (Renault Gordini R8), 10 m 12 s; 5, Ruiz Gimenez, 10 m 13 s; 6, Jackson, 10 m 20 s.

**SS17, El Vivero (12 kms):** 1, Cooper, 9 m 18 s; 2, Lencina, 9 m 26 s; 3, Bosch, 9 m 27 s; 4, Jackson, 9 m 29 s; 5, Ruiz Gimenez, 9 m 35 s; 6, Puche, 9 m 37 s.

After a *parc fermé* in the city centre and a night's sleep the 27 classified finishers had a "race" over a section on a public road circuit near the harbour entrance. Again it was watched by thousands of spectators, who saw five groups of cars complete eight laps of a very interesting circuit.

In the penultimate group Lovell, who was lying sixth, had the wretched luck to break his diff—one lap from the end of his heat. The crowd paid a special compliment to Newton Wright, who not only won his heat in grand style, but with John Murfin on his very first international rally and in a near-standard Mk 1 GT finished 11th overall.

The international Firestone Rally must have a bright future. Most Spanish drivers already rate it as a better event than the RACE Rally.

- 1, E. Doncel/J. Parejo (2.0 Porsche 911S), 7979 pens;
- 2, J. M. Lencina/J. Mato (1.3 Mini-Cooper S), 8128;
- 3, P. Cooper/P. A. W. Stephens (1.3 Mini-Cooper S), 8178;
- 4, E. Jackson/K. Deacon (1.6 Ford Escort TC), 8288;
- 5, N. Bosch/C. Pointioverdes (1.3 Renault-Gordini R8), 8310;
- 6, A. Ruiz Gimenez/S. Camedo (1.3 Renault-Gordini R8), 8386;
- 7, J. Saez de Buruaga/J. Villalaba (1.3 Mini-Cooper S), 8469;
- 8, P. Puche/A. Latorre (1.3 Renault-Gordini R8), 8708;
- 9, C. Perejoan/J. Maristany (1.3 Alpine-Renault), 8800;
- 10, L. M. del Olmo/J. M. Casas (1.3 Mini-Cooper S), 8833;
- 11, N. Wright/J. Murfin (1.5 Ford Cortina GT), 9012;
- 12, C. Lovell/A. Price (1.5 Ford Cortina GT), 9025.



# **CLUB CAMEO**



## **IAN MITCHELL**

**"You've got to have the right opportunities to get on in motor racing, and I've been very fortunate..."**

**By IAN TITCHMARSH**

**M**INI drivers often tend to be regarded with a certain amount of scorn when it comes to assessing driving ability, and it is true that from its earliest days the Issigonis box has attracted a large number of bash-on boys who would flounder in any other type of racing car. However, Jackie Oliver and Jonathan Williams, to name a couple, started their racing careers in these readily available racers, and there are one or two drivers among the current Minimen who may well rise to equal prominence with the right breaks.

Foremost of these is 24-year-old Ian Mitchell, whose performances in the 1.3 Mini-Cooper S of Team Charles Clark suggest a talent that will not be confined to FWD saloons. Mitchell started driving at the age of 12, "though you'd better not say where," and as soon as he was 17 he was entering his 850 Mini in every rally, autocross and driving test that came along.

He started racing at the end of 1964, and in fact scored his first race win on his 18th birthday. A good omen, and the pedigree was right too, for Ian's grandfather, Albert Percy, was the first Englishman to race at Indianapolis, driving a works Sunbeam there in 1912. The Wolverhampton-based Charles Clark Group of Garages is part of the Owen Organisation, which helps, and they are enthusiastic about racing, which also helps, so that when they noticed that one of their salesmen was having a little success with his self-prepared car towards the end of 1965 they decided to give him some aid. This assistance comprised *carte blanche* for Mitchell to order a Downton 1275S for 1966, while his own 1-litre (the 850 bored out to 930 cc) was adopted by the team as well. Ian took over the new car, while Phil Derbyshire drove the other, and together the new team met with considerable success, Mitchell scoring 11 wins despite an interrupted season after a yellow-flag incident at Mallory.

"At the time the RAC had started a purge about observing the yellow flag and I suppose they had to make an example of somebody," Ian and the late Robin Smith in a Lotus Cortina had the only two proper racing saloons in a field of rally cars, and by the time the yellow flag was hung out they had lapped the rest of the runners at least once. "They said we carried on too fast and we both lost our licences. Robin Smith appealed, although I didn't, and by the time the appeal was heard it was winter and the only meeting he missed was Boxing Day," Ian admits that he was rather over-enthusiastic in the early days, and after one particularly bad shunt at Mallory the marshals had to jack the roof up to rescue him, unscathed. Five weeks later the newly-rebuilt car was re-written-off at Silverstone, but this time thanks to another competitor's error.

The next year, 1967, was not a very good one, since the car would not handle with its new lightweight body and the engine failed to produce the necessary neddies. Another shunt also intervened, this time at Snetterton while Ian was trying to motor as fast as everyone else with holes in two pistons. At the end of the season his sponsors were pondering the value of continu-

ing the team. "I wrote a letter to Sir Alfred Owen, who has always taken an interest in the team, saying what we'd achieved, and Sir Alfred wrote back saying what a shame it would be if the team had to close down."

With this support from the very top Ian has never looked back this year, and has notched up 19 wins with the car ("it still has the original steering column but not much else"), and this despite the fact that he cannot get time off from selling cars to race on Saturdays. He has been beaten twice, once by John Handley "at Mallory Park which is my home circuit, so I was delighted to beat John at Crystal Palace which is *his* circuit." The other defeat was at Brands when he jumped the start and "I'm afraid I just gave up trying," which

However, his times were competitive with the others tested that day, no mean feat for someone weaned exclusively on Minis, and for 1969 he has high hopes of switching to F5000 under the Charles Clark banner. Since the Owen Organisation also happen to make a very nice 2-litre V8 racing engine, the type of car may come as no surprise. However, these plans depend on the Mini being sold; if no-one buys it Ian will have to carry on with it next year, unless another offer is forthcoming.

While being extremely grateful for the opportunity which the Charles Clark Mini has given him, Ian does feel that he has been racing Minis for too long and he was not too keen on the title "Mini King of Mallory" which was bestowed on him



*The King of Mallory on his home ground: Ian Mitchell swings the Team Charles Clark Mini through Devils Elbow on his way to one of 19 wins this season.*

amounted to dicing for second place instead of the lead!

Apart from all the Mini-success, 1968 brought Ian a test drive in the 2-litre Tasman BRM at Silverstone. His previous experience of single-seaters, which he likes very much, had been confined to one drive in an MRS Lotus 51 at the end of 1967, but he was a little disenchanted by the financial aspects of this drive and nothing more came of it. The BRM report on his driving stated that he was very fast into corners, "which is the result of the Mini technique," but that his lines at the corners were uncertain, "which was partly, of course, inexperience, but also through trying to keep out of the way of Surtees who was testing at Silverstone on the same day."

by the motoring press. "You've got to have the right opportunities to get on in motor racing and I've been very fortunate in this respect." His attractive wife Jackie, whom he married in July this year, is a keen supporter of her husband's career, being a former competitor herself; in fact they met while hillclimbing their Minis against each other. They rounded off their honeymoon with Ian's win over John Handley at the Palace, which has been one of the few chances to race on a Saturday this year.

So far Ian Mitchell has taken full advantage of the breaks which have come his way, and there is every reason to suppose that he will continue to fulfill the confidence which his sponsors have placed in him.

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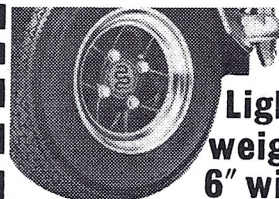
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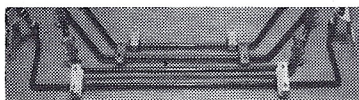
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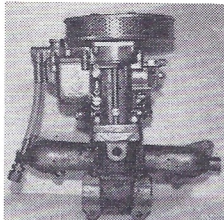


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## THE RAC BRITISH HILLCLIMB CHAMPIONSHIP

# WHAT THE DRIVERS THINK

By QUENTIN SPURRING

**T**HE RAC have announced the dates and venues of the qualifying rounds of their 1969 British hillclimb championship. Basically, the series will be the same as this year's, but there will be one more round: the Lothian CC's excellent course at Doune—a worthy replacement for Bo'ness—gets a much-deserved place.

More than most forms of motor sport, hillclimbing is for the participant. To find out what the driver wants his championship to consist of, 25 of the top RAC contenders were asked a series of questions, the answers to which sketch an outline of their "ideal" championship.

*How many events do you think should qualify for the championship, and of these in how many should a competitor be able to gain points?*

These figures have varied from year to year since the RAC series was started in 1947. In 1965, when points were only awarded down to sixth place, there were 15 rounds and drivers began to drop points after 8; in 1966 it was 14/10, in 1967 12/8, last season 13/8, and next season it will be 14/8.

Most people seem fairly happy with the position more or less as it stands. A total of 16 drivers liked the scoring number of 8: five went for 13/8, five for 10/8, four for 12/8, one for 15/8 and one for 8 rounds only, all to count. The other nine all differed: 13/13, 20/12, 15/10, 13/10, 12/10, 10/10, 15/9, 14/9, 13/9.

Average: 12/9.

*Do you think there should be two championship rounds at Shelsley Walsh?*

Shelsley has a stronger case than any of the others for having two rounds; it is generally regarded as the "home" of British hillclimbing, being the only venue which was really going strong before the war.

The answer of this question is obviously affected to a degree by the first and by later questions about venues, as well as by considerations such as locality and personal involvement. The same applies to several more of the questions.

Seventeen said yes, seven said no; one couldn't make up his mind.

*Do you think there should be two rounds at Prescott?*

Twelve said yes, 13 said no.

*Would you like to see two rounds at any other venue?*

Fifteen said no, 10 said yes. Of these 10, three wanted two rounds at two other hills, and seven at only one other. Harewood and Wiscombe were both mentioned five times, and Loton three times.

Only seven drivers considered that all hills should have only one round.

*Are there any hills you would like to see dropped from the series?*

The 25 drivers mentioned a total of 43 personal dislikes. The only hill within easy reach of London, Great Auclum, came off very badly indeed: it got 23 votes. Next was Barbon Manor, the Westmorland hill, with 8; then came Scotland's Rest and Be Thankful with 6, the Jersey hill Bouley Bay with 4, and Northern Ireland's Craigtlet with 2. So only five courses currently in the series are disliked at all.

In addition there was a fairly general feeling that the Rest should be dropped unless it is resurfaced and made safer. One or two thought the same about Bouley Bay,

and there were a few who thought Tholt-y-Will should go unless the organisation of the 3½-mile hill can be sorted out. Two drivers said that all the hills not on the mainland should be dropped.

There was nobody who had no answer to this question.

*Are there any hills not currently in the series which you would like to see included?*

At the time this survey was made only a handful of championship contenders had been to Doune, but judging by the enthusiasm of those who have competed there it seems that this Scottish hill will make a very popular addition. Because so few had actually seen the hill, Doune has been excluded from the answers.

Obviously, not everybody has been to every likely hill in the country, so an accurate overall assessment cannot be made, but Olivers Mount, Scarborough, was very popular, being mentioned by 12 drivers; seven went for Gurston Down, and three for Fintray House, another Scottish hill.

*Do you think the championship should be open to other cars apart from single-seaters and sports-racers?*

With the experience of a number of hillclimb organisers last season of arguments about the eligibility of a special GT car, this is an important question. The competitors being asked it were all 1968 championship contenders, and therefore drove racing or sports-racing cars; for this reason, the results are surprising.

There were no half-measures: 14 drivers thought it should be single-seaters and sports-racers only, and 11 were in favour of throwing the series open to all types of car; the other one wanted to include special GTs.

Nobody considered making the championship open to single-seaters only.

*What is your own favourite hill?*

This question was included purely as a matter of interest, and the answers were more or less as one might expect. Prescott came out ahead of Shelsley, and a surprising number rated Wiscombe, which is a fair distance from the homes of the majority of RAC competitors.

Prescott received seven votes, closely followed by Shelsley with six and Wiscombe with five; then came Harewood (three), Tholt-y-Will (two) and Bouley Bay and Craigtlet with one each.

All but four drivers found it difficult to pinpoint one particular hill as a favourite, and ran another as a close second; this explains why a venue like Loton Park should get no vote. By awarding 2 points for a mention as favourite, and 1 point for second favourite, one gets a slightly different picture which is probably more accu-

rate, even though four people didn't have a second favourite hill: Shelsley 20 pts, Prescott 17, Wiscombe 12, Harewood 9, Tholt-y-Will and Loton 4, Bouley Bay 3, Craigtlet 2.

*Who do you personally consider to be the best hillclimb organising club?*

There were only four clubs really in it. Two in particular are very popular; if two can be so much better than the others then there is really an enormous amount of room for improvement.

The organisers at Harewood, the BARC Yorkshire Centre, received 10 votes, and Shelsley's Midland AC eight; Prescott people the Bugatti OC got four, and the Severn Valley MC (Loton) three.

Again a large number of second bests were mentioned, and adopting the same points system as for venues—with the same numerical shortcomings—we get a picture like this: BARC Y 26, MAC 22, SVMC and BOC both nine, and the Jersey MC&LCC coming in with one.

Several other points were raised by the drivers. Among the most prominent was the question of running the championship entrants close together in the class runs to ensure that they all get weather conditions as similar as possible; generally organisers try to do this, but many of the competitors feel that more could be done. A lot of the 2wd men feel that there should be a separate class for 4wd cars as soon as there are enough of them to justify one. Still on classes, there is a popular view that all the championship events should have standardised classes; and that the Blue Book rule about supercharging—that a blown engine is rated at 40 per cent more than its capacity—should be more rigidly enforced (one driver of a supercharged car only had to move up a class once in the whole of last season).

Several drivers wanted a top-15 run-off instead of 10, but with the fastest 10 only to gain points. There was a general feeling that prize money could be increased—there has been no increase in recent years, but a competitive car is much more expensive nowadays. There was concern that competitors practising on the morning of the event instead of the day before get an unfair advantage because they have the same track conditions as they will experience in the actual competition.

The organisers of Tholt-y-Will in the Isle of Man provide excellent financial and transportation assistance to competitors, which it is felt could be copied by the other overseas clubs. Finally, at Prescott the various demonstration runs and the class for motor-cycles are not popular.

One thing that does emerge from last season's championship and this questionnaire is that hillclimbing is in need of a sponsor. All the 4wd cars that are going to appear on the hills next year, plus the beautifully prepared and hairy V8 single-seaters for which the sport is now so renowned, and the splendid spectator facilities provided especially by courses like Prescott, Harewood and Doune, will ensure that hillclimbing will be as popular as ever with the public next year and that a sponsor's much-needed cash would not be wasted.



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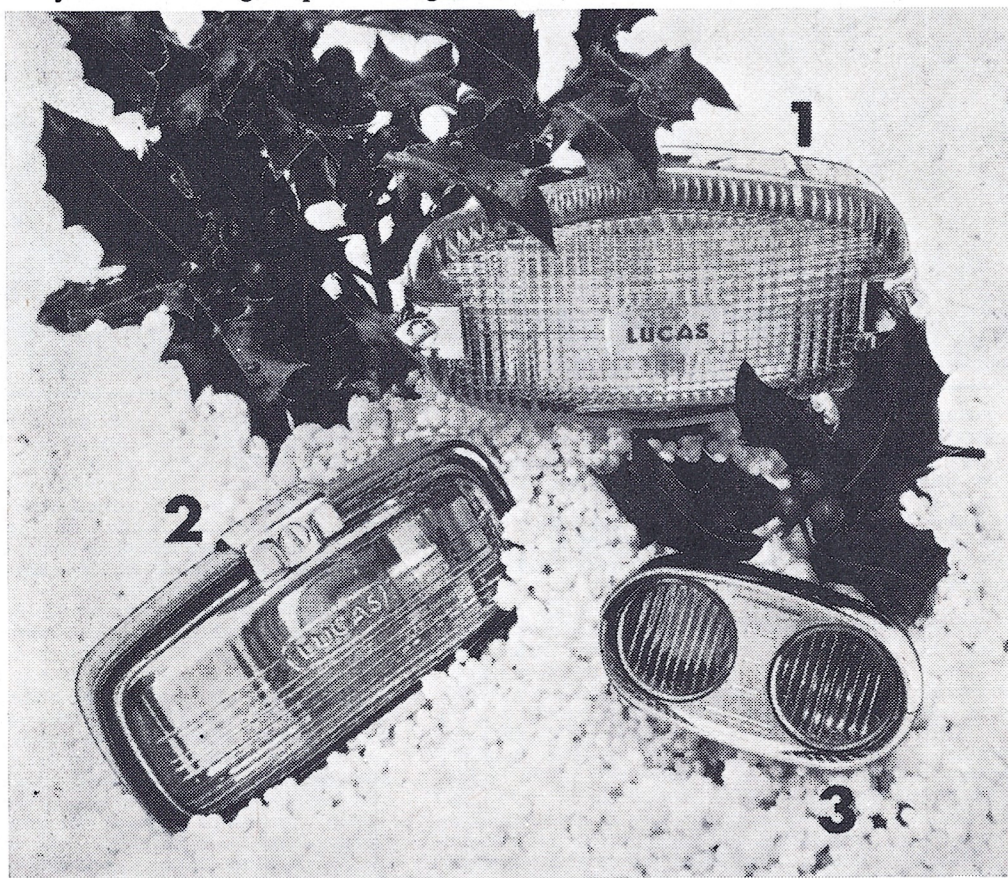
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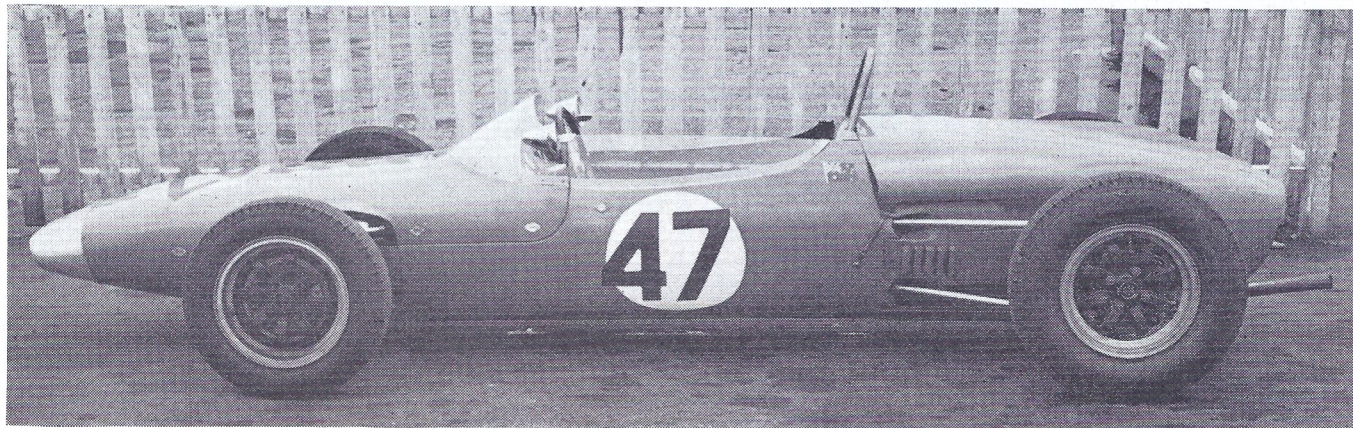
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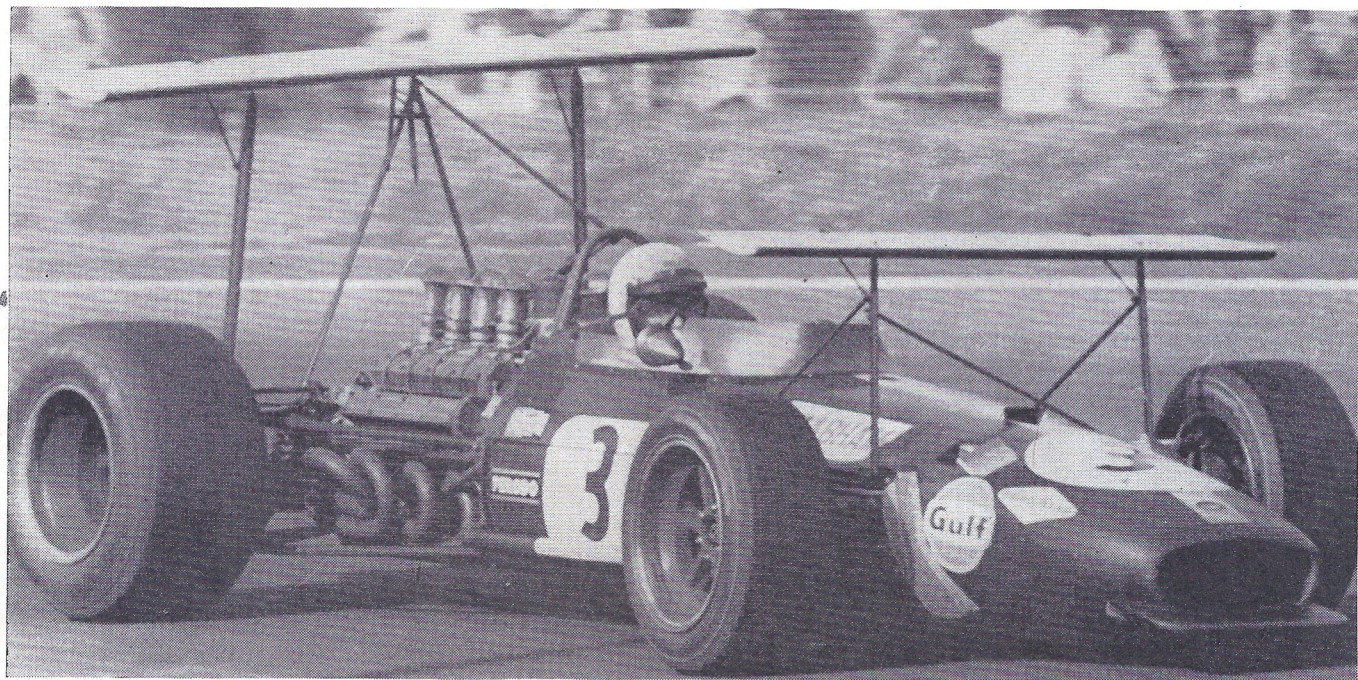


*The original BT1*

## Motor Racing Developments: BT1 to BT31

By JUSTIN HALER

*The 1968 F1 BT26*



**C**ONSIDERING that Brabham racing cars have only been produced since 1962, their record of success is pretty formidable. Lotus, Cooper and Bugatti have probably scored more victories in their much longer careers, but in six years the Byfleet machines have established themselves high up in the record books, and almost every weekend the record continues to snowball.

The other surprising aspect of Brabhams is the number of cars that have been manufactured in such a short space of time—by the end of this year 400 cars will have left the workshops, and next year Brabhams expect to sell 100 single-seaters. This surely makes them the world's leading racing car manufacturer.

**J**ACK Brabham's emporium is divided into many different sections, but the real bread and butter concern is Motor Racing Developments, which is responsible for the racers. The cars are alleged to have been called Brabhams rather than MRDs because French rivals were inserting a couple of vowels! MRD, which was run as Brabham Racing Developments from 1962 until mid-1966, consists of a remarkably small setup, based around two large workshops and a small office/drawing block down a canal-side lane in Byfleet, Surrey.

Its two directors are Jack Brabham and his long standing friend, Ron Tauranac.

Tauranac, of course, got to know Jack in Australia when he raced his own RALT cars against Jack, with a great deal of success. He carries to this day a scar which was the result of rolling an early RALT hillclimb car. He came to England in 1960 to join Jack in manufacturing racing cars and ever since has been in charge of Brabham racing car design, construction and production. At 43, he is straightforward and almost blunt in manner, very conscious of

always putting the truth to people, irrespective of whether they like it. He is in charge of MRD and takes care of all aspects of the racing car production. Nowadays he rarely does the detail design work for a new car, but rather outlines the general concept he is after, and then leaves it to his efficient three-strong drawing-office team to come up with the plan.

His approach to racing car design is very basic, simple and yet invariably right. By the time a car leaves the Brabham factory for initial testing, it usually needs very little sorting. Tauranac once said, "I'm no mathematician," and in an age where statistical rationalisation seems to be outmoding other concepts of design, his views seem curious. And yet his answers are invariably the right ones.

MRD production recently has reached three cars per week, and MRD feel that this must rise in the future. At Byfleet Alain Fen is Sales Director; John Bezzant is works



manager and Gerry Hones runs the workshops. Ted Woodley runs the sub-assembly and machine sections and a flexible 12-15 men are on the factory floor; there is an office staff of four. In the off-season the five F1 mechanics under Roy Billington usually assist in production of prototypes.

Racing car constructors face great problems with components. This is because it is often necessary for them to buy outside components to keep prices down. But if MRD can make their own part and make it economical to do so by standardising it throughout their ranges, then they will. For example the drive flanges on the rear suspension of the Formula Junior cars were derived from Minis, but they proved too weak and so MRD made their own. Perhaps the greatest problem involved in using mass-production components is the fact that tolerances are very much less fine, simply because road cars do not have to be as precision-made as their racing counterparts. The Standard-Triumph front upright and stub axle with Vitesse hub, used for a long while, had too great a tolerance and was heavy, so now they are producing their own magnesium uprights and turned stub axles. Much of their own production work is sub-contracted—for example Arch Motors make the chassis, the wheels are machined to their own design and so on.

A new racing car starts off as an overall concept, which is converted into a drawing and then a quarter-scale model of the car. After that comes a full-scale wooden "buck," which forms the basis of the body mould. When the first chassis has been completed for a production series, it is taken to a circuit and tested by Jack. Naturally here the *marque* has a built-in advantage over probably all others in the world, as Brabham has a phenomenal ability for testing. The new BT28 Formula 3 prototype, light-heartedly known as the BT21X (referring to another well-known F3 prototype), was taken down to Goodwood to try suspension settings, brake balance and so on. Jack had the car set up for slight oversteer, as this is what he feels the average F3 driver needs. He sent Tim Schenken out in the car to see if Tim conformed to "average specification." Tim proved to be no average driver, for he came in a few laps later and said it was oversteering a little and could he have it changed to a little understeer! The serious point, however, is that it is Brabham policy to sell a car that is race-worthy the moment it leaves the factory. Once the ideal suspension and damper settings, brake balance and so on have been found, then all customers' cars are built to suit.

#### "The way I know"

The whole story began in mid-1961 with the MRD Junior, which was sold to Tasmanian Gavin Youl. He came third with it in its *début* race at Goodwood, and soon orders began to flow in. Since then all Brabhams, save the Indianapolis BT25, have been space-frames. Even in F1 this year space-frame construction has been used.

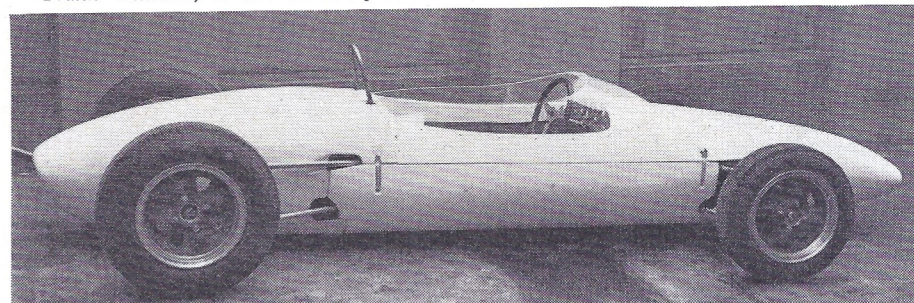
This has led to a common myth that Tauranac prefers frame construction to monocoques: this is not the case. He says: "I design cars the way I know." An average space-frame, he calculates might give a rigidity figure of about 750 lbs/ft per degree, while a frame with sheeting in certain areas (eg this year's BT26 F1) has between 1500 and 2000 lbs/ft per degree. A monocoque chassis—the Indy Brabham BT25—has 10,000 lbs/ft per degree, but despite this Tauranac finds that all the Brabhams end up with similar characteristics and with very good handling. Countless drivers will back these statements up. People have cited this year's BT25 Indy monocoque as a transference of views on his part; this is not so. It simply happened that the Indy regulations



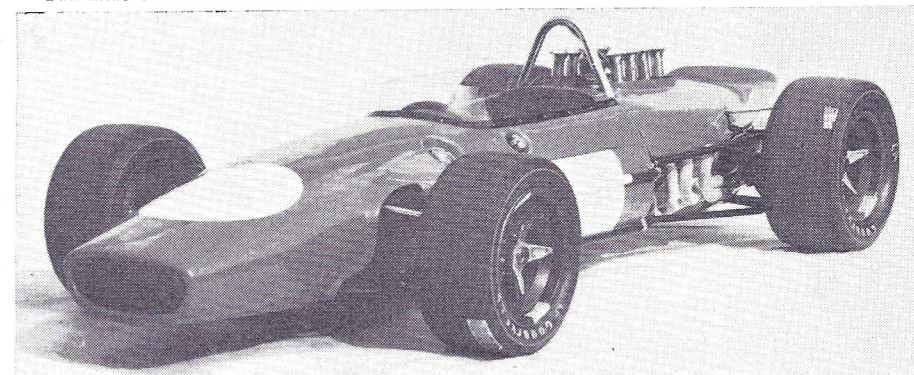
Where it all happens: the MRD offices and workshops.



Ron Tauranac, who runs MRD. Former Brabham mechanic John Muller (now with Frank Williams) is also in the picture.



First production car was the 1962 FJ BT2: BT, of course, stands for "Brabham-Tauranac".



Only monocoque so far is the Indianapolis Repco-engined BT25; two were built for this year's 500.



insisted on fuel carried in bag tanks protected by a skin of 16 gauge aluminium or 20 gauge steel. "It's not a question of having a preference for one type of construction, you can make anything work if you attend to the details; a car is designed for a formula."

He also points to the poor engine accessibility provided by monocoques—which is why, incidentally, the BT25 has a frame rear section. As for the idea of building a monocoque F1 for 1969, he says that no plans have yet been made, although he might like to do it to see how it works out. But time and a very full potential order book will probably prohibit this.

The first Formula 1 car was the BT3 of 1962, which appeared at the German GP. Although the basic layout would be instantly recognisable as Brabham even today, Tauranac says that changes in cars are often "a great deal more important than people notice." The BT3 had a VW-based gearbox with Hewland bits, a sort of forerunner to the Mk 5 (twin-cam) Hewland box. The 'box wasn't fully up to the job of transmitting the Climax V8 power, but "we nursed it along." The toe-in line of the car was controlled by the top rear wishbone; later cars used conventional rear suspension.

The 1963 F1 BT7 differed significantly in that it used a Colotti Type 34 gearbox. Tauranac also recalls Dan Gurney's first outing with the team at Monaco in 1963: "I remember trying to fit him in the seat!" The 1964 BT11 F1 was the one which was sold to private entrants as well as being run by the works. Bob Anderson and Rob Walker fielded cars, the latter for Jo Siffert and Jo Bonnier. Nowadays MRD would not produce F1 cars for private sale. Alain Fen explained: "With continuous development throughout the season we consider it impractical to sell a car and say 'right, that's it,' for we haven't got the facilities to develop customers' cars as F1 would require. There wasn't the same state of development then. There again, Repco engines are not available with service facilities. Although they would probably sell one to someone over here, we haven't got the time to maintain it." In many respects that reflects Ron Tauranac's basic honesty in selling racing cars—the ones that MRD do sell are 100 per cent raceworthy ex-works. Incidentally the BT11 had 13-ins wheels for the "doughnut" Dunlop tyres that appeared at that time.

The Intercontinental or Tasman Formula chassis were "usually based largely on the F1 cars with engine bays to suit the Climax 2½-litre units." These were the 1962 BT4, the BT7A of 1963, the BT11A of 1964 and the BT22 of 1966—the major changeover coming with the BT23A Repco-engined car, which was F2-based. The BT22 is an interesting, rather obscure car. It was built in 1966 for Ernie Powrie of Scotland, based largely around the BT11A, but employing then current BT19/20 suspension geometry. Later it was sold to Jim Palmer, who used it in the Tasman series.

Fifteen sports-racing cars have been built at Byfleet: the first of these was the 1963 BT5. Again this was a space-frame design, with pretty, all-enveloping body work. Two cars were built for Ian Walker/Frank Gardner and Ed Zeller, both using twin-cam engines and being contemporaries of the Lotus 23B. Tauranac designed these with 1100 cc or twin-cam engines in mind, and many BT6 FJ parts, such as uprights, brakes and suspension components, were employed. The BT8 of 1964 bore "a family resemblance," but was "more akin to the F1 cars," with bigger brakes, uprights and so on. It ran a variety of Climax FPF engines of 2.0, 2.5 and 2.7-litre capacity, although Roger Nathan did race (rather unsuccessfully) an Oldsmobile-engined version; the

next owner of this car, Jem Delmar-Morgan, tried a 2-litre Climax V8. The chassis of Nathan's previously very competitive car was as good as ever in the handling department, but suffered from an unreliable engine.

The big G7 boom of 1965 produced Lola T70s, McLaren-Elvas and Lotus 30s, and so MRD planned their version of a big sports-racing car. "It looked like big sports-car racing in this country, and we started doing something on a car—but we saw it wouldn't be a viable proposition and dropped it." The BT17, which appeared but twice in 1966, was something of a halfway house. It was intended to run with the 4.3-litre version of the 620 Repco V8 engine, but this was very troublesome and it ran its only race with a 3-litre unit. The body was "a sort of BT8 Mk 2—simply opened up for the wider section tyres."

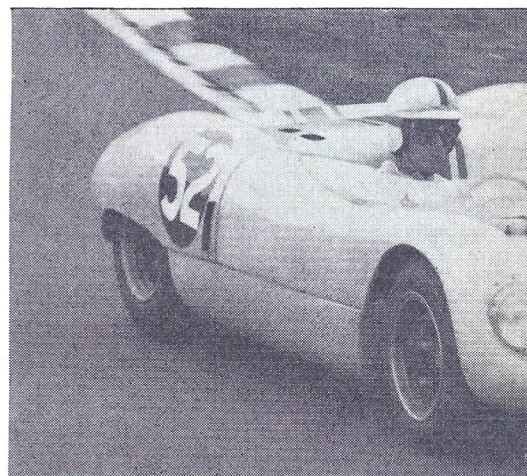
#### CanAm Brabham quite likely

Is there any chance of seeing either a G4/6 car in the future, or even a G7 CanAm car? The reply is understandable: "At the moment we can't make enough cars to meet the demand," although there is slightly more to it than that. Two-seaters take a lot more work to produce—one of the main reasons simply being that the bodies are bigger. A car along the lines of the BT8 is "relatively expensive" to make. A CanAm project has been started at various times; in fact Tauranac has even got as far as doing a quarter-scale mock-up. As MRD is a two-man-controlled business, "I can build what cars I've got time for; I haven't got to answer to a board or anything like that." If there is time, then a CanAm Brabham is quite likely.

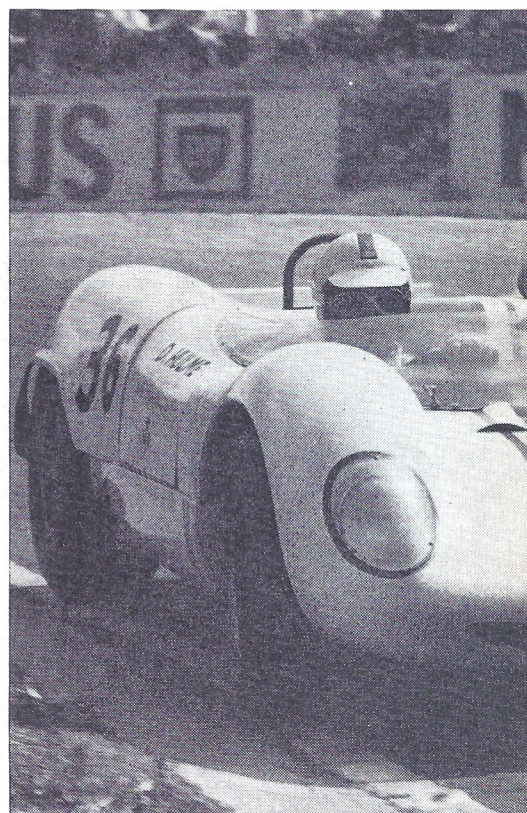
Many people seemed to forget that this year's BT25 was not MRD's first excursion into the world of the Brickyard. In 1964 John Zink commissioned an Indy car. Brabhams obliged with a Tasman-type chassis with Formula 1 symmetrical suspension and a 4.2 Offenhauser engine, which Brabham himself described after a Goodwood test session as "packing a real punch." The car, a space-frame naturally, carried 59 gallons of fuel in two tanks, which illustrates what Tauranac says about the ability of the tubular frame. "You can always fit fuel in a frame and it will always be smaller for a given fuel capacity." Brabham qualified the car at 152 mph in between commuting to keep his Dutch GP date, but unfortunately in the race the car was put out with a leaking fuel tank. But it had again proved a superb-handling car, and subsequently Mario Andretti drove a Brabham-suspended replica with success.

The 1968 Indy BT25 was a success chassis-wise, but the Repco engines have given much trouble. Two 25s have been built up and there is a third incomplete car; they may be raced again next year, or new cars may be built up. Either way MRD would like to see Brabhams at Indy in 1969, particularly after recent Goodyear tyre-testing at Indianapolis when Jack got down to some really competitive times. The engine has been undergoing test-bed work at Repco, and only a few days ago Jack was doing further tyre-testing at Riverside.

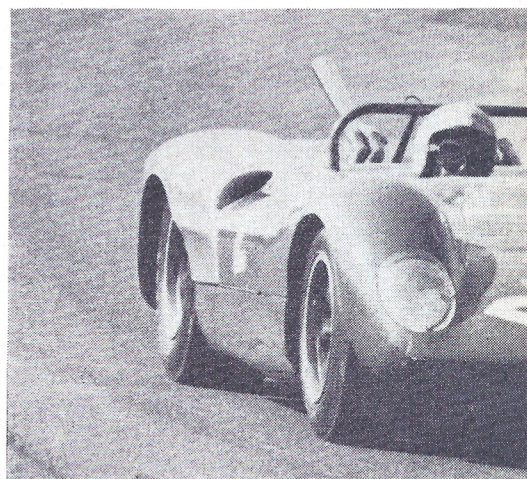
When the new 1000 cc Formulae 2 and 3 were introduced in 1964, MRD produced new logical developments of the Formula Junior BT6 range, with suitable changes. The BT9 was officially the F3 car, although some BT10 F2 chassis were used in F3. The 9 came with a Jack Knight Imp-based gearbox, which meant that the rear cross-member came behind the centre-line of the driveshafts. The 10 used a Hewland gearbox with Hewland-made "Brabham" sideplates which enabled the driveshafts to be mounted behind the rear crossmember line. This has been the method on all BTs since. The 10 also used pendant pedals, not floor-mounted ones as on the FJs, and this



Three generations of sports cars: the Ian Walker

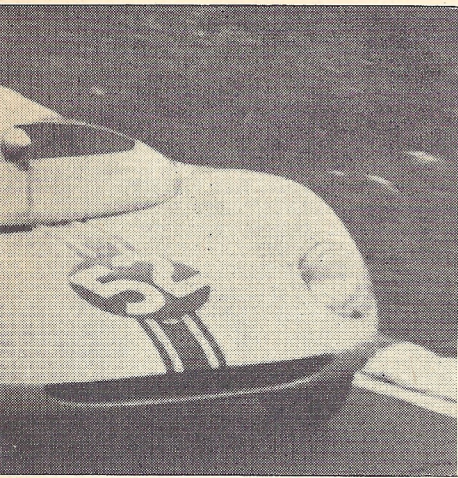


... Denny Hulme on his way to one of countless

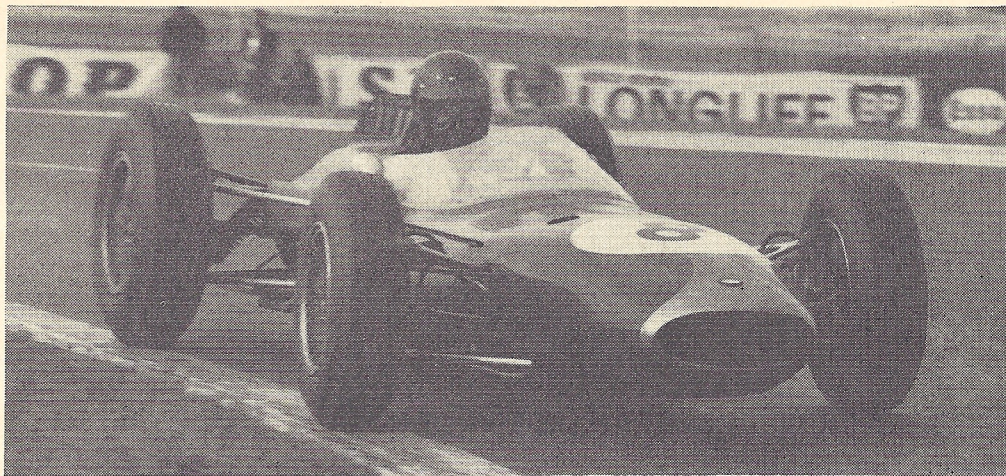


... and the "halfway house" BT17, intended as appeared but twice in the hands of Jack Brabham

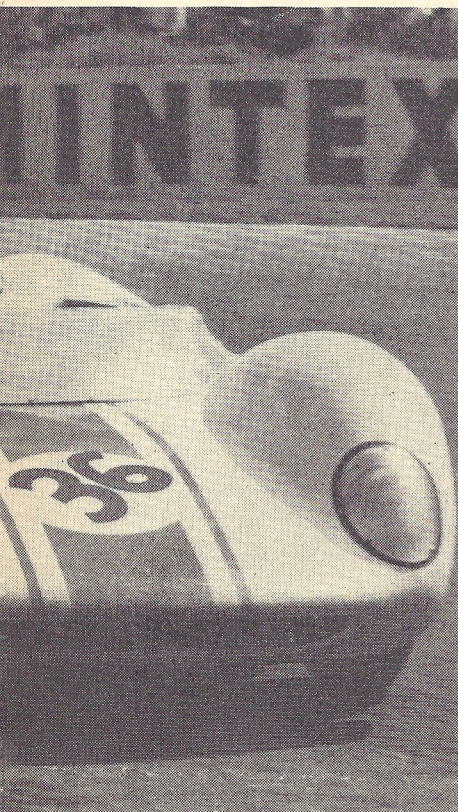




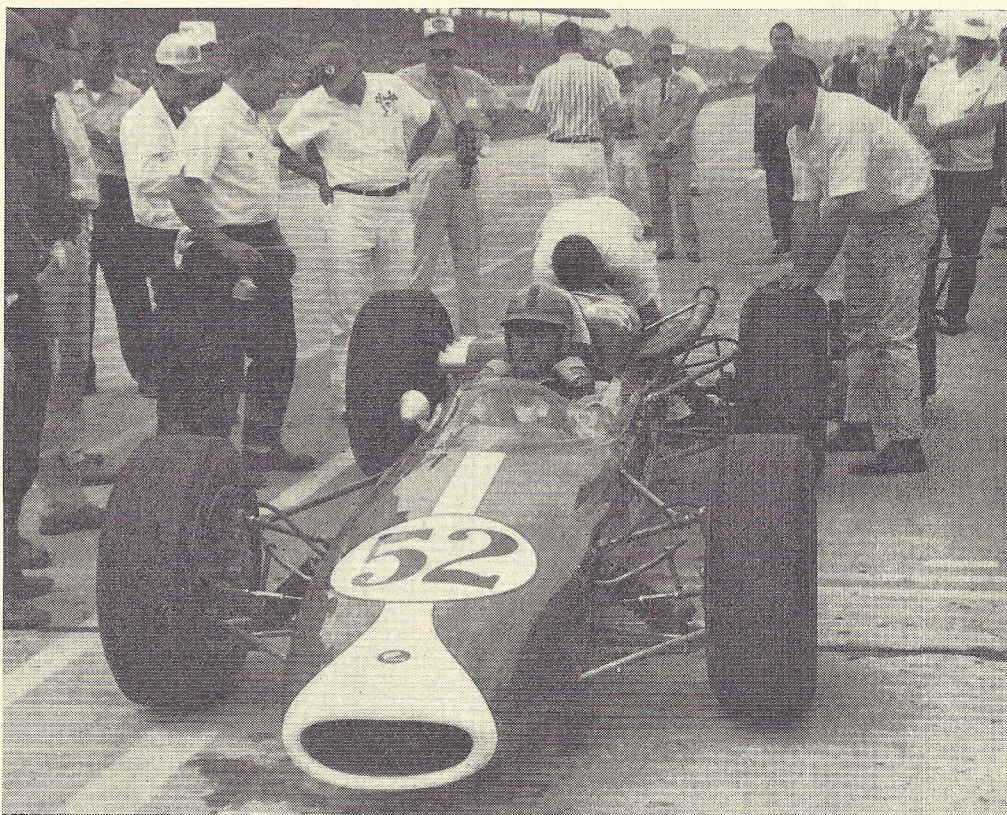
twin-cam BT5. . . .



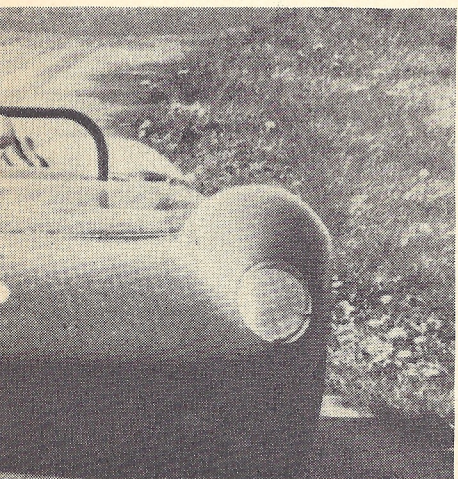
Dan Gurney had a reasonably successful three years with the F1 cars. This is the 1963 BT7.



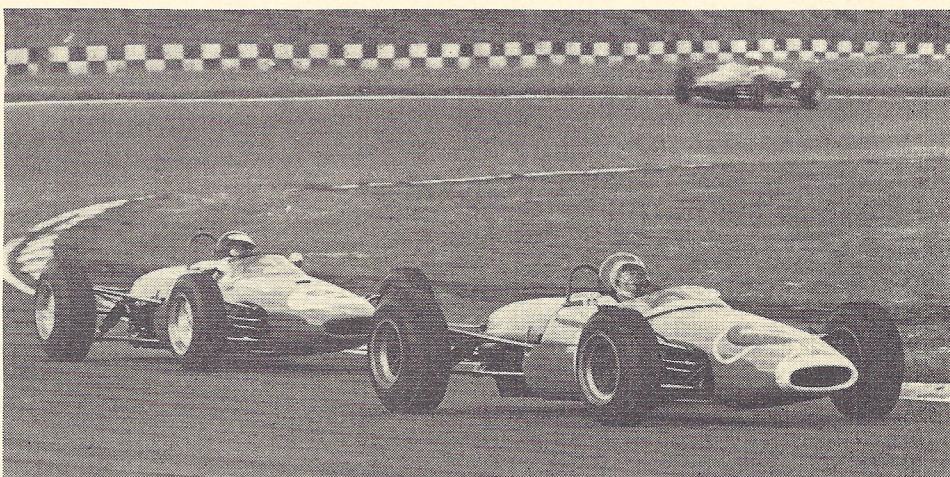
victories in Sid Taylor's BT8 . . .



Jack Brabham's BT12-Offenhauser at Indianapolis in 1964.

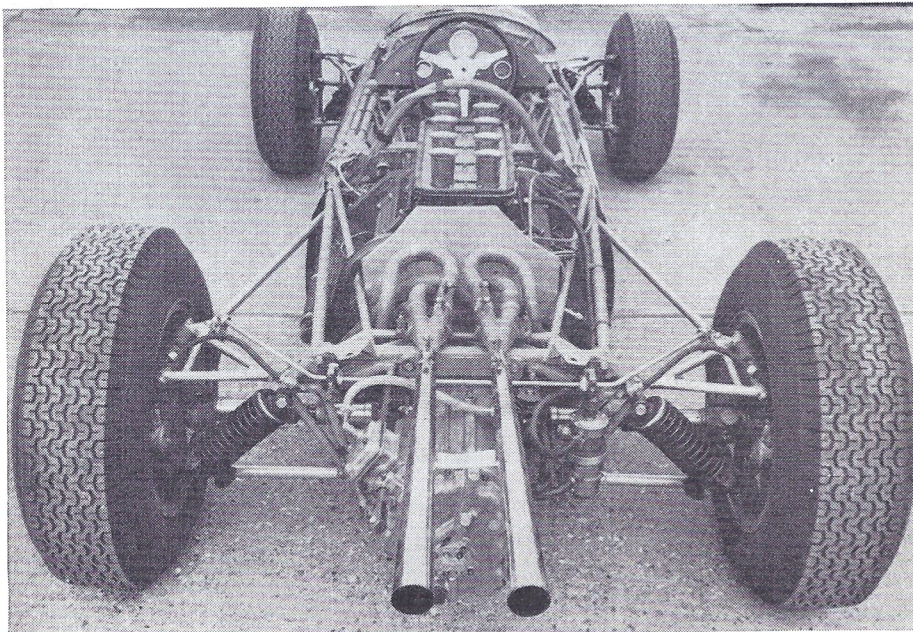


American V8-engined Group 7 car, which  
with Repco engines.

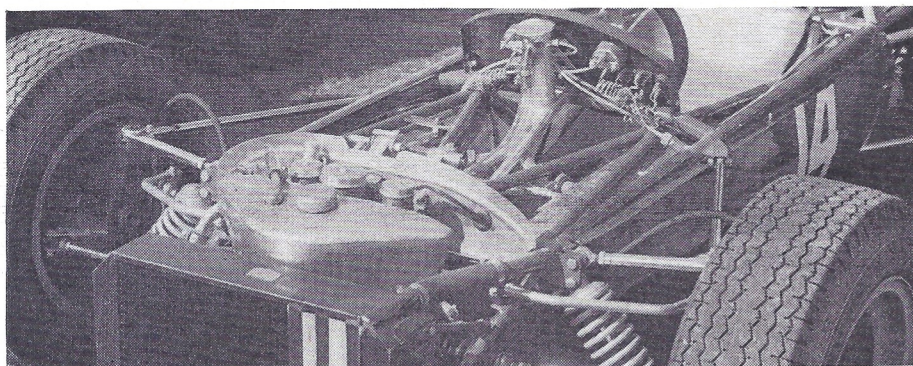


The late Chris Lambert put in many superb performances with his F3 BT15. Here he leads Peter Gethin's Sports Motors BT18 at Brands; the taller uprights of the BT18 and consequently wider-spaced radius rods are evident.





The BT3 F1 car had its rear toe-in controlled by the top-mounted rear wishbone. Subsequently this has been governed by the bottom rear wishbone.



The BT23 F2 car was the first Brabham to employ MRD's own magnesium uprights.

arrangement did not change until the advent of this year's BT23C F2 car.

The 1965 production cars were the BT14 (a *formule libre* chassis—very much a development of the 10), the F3 BT15 and the F2 BT16. As with the previous F2/3 range, many F2 chassis were in fact used as F3 cars, the basic difference being the use of Lockheed brakes for F2s to the Girling ones of the F3s. The *libre* chassis could be supplied with either.

A BT16 was used in 1965 for the first Honda F2 engine, which entailed lengthening the engine bay by 2½ ins to take the engine. This car also ran an SCA engine, and it was found that the extra length gave greater accessibility, so the mod was incorporated in the 1966 F3 BT18. The BT18 was a versatile F2/3 chassis and involved some very significant changes indeed. With the advent of wider tyres, the short uprights were increasing suspension loads and so, to prevent cracking of the chassis tubes, a longer upright which had been used on F1 and Tasman cars was adopted, together with F3 discs. The other reason for longer uprights was that the new adjustable Armstrong shock absorbers required a more vertical mounting position than their GT-type predecessors.

The 18 gave way in 1967 to the 21. The 18 had had its front track increased after development with the 15/16 series to give long wishbone mountings. Now the 21, with wider track still, had the chassis rails top and bottom moved closed together to make

it a more compact design and give more room for fuel tankage. The 1968 F3 car, the BT21B, involved very minor changes: repositioned radius rods and a stronger underseat chassis pan. Fen says of it: "People said that it would not be a competitive car, but with the right engine, tyres

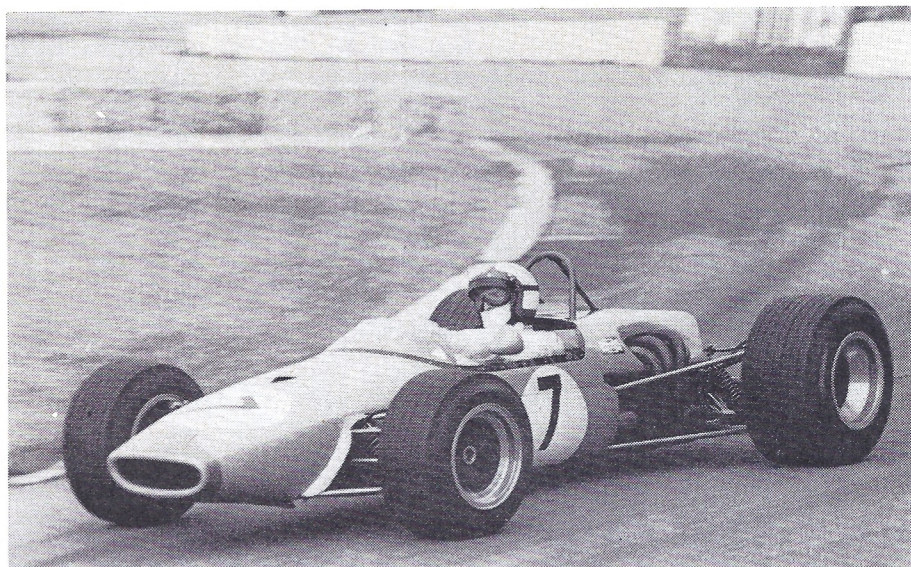
and driver, it could keep up with all of them."

The change of regulations for Formula 2 in 1967 gave rise to another design—the BT23. "The 23 happened as a new approach incorporating our own uprights and stub axles." A great effort was made to reduce unsprung weight and stiffen the chassis up. This involved making the rear cross-member integral, worthwhile despite the fact that the gearbox has to come out before an engine change. Whereas the F2 cars are built up to the weight limit, the SCCA Formula B BT21 variants save weight from the F3 versions by being built from lighter gauge tubing and having a lighter body.

The 1968 F2 23C was "a cleaning up operation on the 23." The major changes were the lowering of the top front radius rod and modification of the steering rack mounting arrangement. This had previously been mounted on a tubular framework, and the fibreglass bulkhead, which sealed off hot radiator air from the driver's feet, was not totally effective and was difficult to fit. On the 23C, therefore, the rack was mounted on a sheet steel bulkhead with two sealing alloy bulkheads—not perfect, but a far more effective layout. The 23 variants were all similar. The 23A, the works 1967 Repco-engined Tasman car, naturally had a different engine bay, but little else as fuel requirements did not warrant an underseat tank. The 23Bs, all Climax FPF-engined hillclimb/*libre* cars, differed in that Mike Hawley's short distance hill-climber had integral water rails, while those of John Bridges and Charles Vögele had external ones, being longer-distance machines.

The 23D started life as a mock-up for a Repco V8 engine to see what stiffness could be achieved with a particular engine-bay design. When some T33 Alfa Romeo drawings arrived for Alec Mildren's projected Tasman car Tauranac realised that the mock-up would be ideal. His drawing staff did not agree, but when the engine arrived it more or less went straight in! The BT23E was originally destined for Feo Stanton, but he did not take delivery of it, so Jack Brabham fitted it with a 740 Repco engine, campaigned it in a couple of Tasman races and then sold it. The 23G and 23H are both Formula B cars, with FT200 and Hewland Mk 5 gearboxes respectively. It is interesting to note that the Lythgoe BT23C which Peter Gethin raced in F2 this season is a reconverted FB chassis.

Naturally the very pride and joy of the team is their superb achievement of two



Derek Bell earned his Ferrari drive with consistently fast performances in his F2 BT23C in the first part of this year; he is seen here at Crystal Palace.



consecutive world championships with the Repco-engined cars. The first of these was the BT19, a chassis originally built up for the still-born Coventry Climax flat-16 engine in 1965. When the first 620 series Repco V8 arrived at the end of 1965 the BT19 chassis was used as "the quickest way of getting an F1 car on the road." The BT20 was being designed at the same time.

The BT24 which appeared shortly after the start of 1967 was basically a 23 F2 chassis with tyres, wheels, brakes and suspension to cope with 330 bhp. Then for 1968 came the 26, a larger car on similar lines to take the four-cam Repco engine. Perhaps the most important innovation was the use of aluminium sheeting to strengthen certain critical areas. Brabham F1 misfortunes have been as emphasised this year as their success was in the previous two years, but significantly the trouble has not come from the chassis, which are said to handle as well as any, but from the engines. As well as being about 50 bhp down on the Cosworth DFVs, which give about 420 bhp, the engines have been plagued with a continual run of many troubles—mainly due to lack of time for development and the 10,000 miles between MRD and Repco.

At the moment plans for 1969 are rather liquid, and it is not decided what engines the F1s will use. MRD would like to have cars campaigning at Indy and even in the CanAm Series. Depending on what Winkelmann do next season, they would like to have a reputable team like the Rees/Rindt set-up continue to run a semi-works F2 team. In F3 Rodney Bloor of Sports Motors (Manchester) will run a works-blessed BT28 for Tim Schenken, and possibly a second car. Reine Wisell has had a test in the prototype, and may be seen in a BT28.

#### Twin wings: a new development

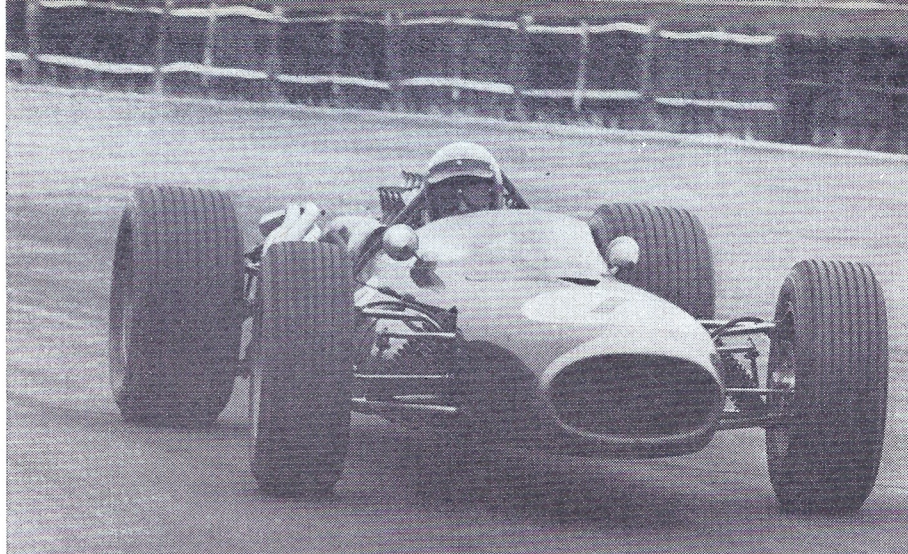
Aerofoil development will no doubt forge further into the future. This season Brabham F1 cars with their twin wings have set a new precedent, and their aerodynamicist advisor, Ray Jessop, will continue to put his ideas forward. "We might make a Formula A car," they say, the emphasis being on FA and not F5000, as it is the USA which could make this a viable proposition. This project, like so much of MRD's planning, depends on time.

I asked Ron Tauranac whether Brabhams were interested in building a Formula Ford car. He says that they are not, because it is a "fiddle formula." "The most we are allowed to charge is £1250; we can put any sort of gearbox in and somebody can change it for a £200 Hewland and spend another £200 on having the engine cleaned up. If you could charge a feasible price, then I'm sure we could make quite a nice job of it for about £1400, but I'm not a fiddler."

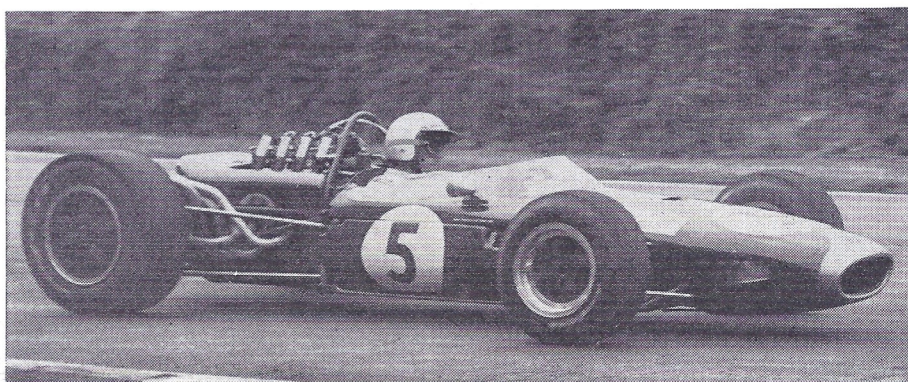
What is settled, though, is the basic production range for 1969. The prototype F3, the BT21X, has the stronger BT28 frame, which has the wishbone, damper and rack mounted in one plane. There is more space 'for Yankee drivers' big feet!' and a cleaner radiator outlet. BT28s will start coming into circulation as soon as the new body can be got ready. The BT27 is at the moment a secret project: the BT29 is an FB car based on the 28 but with a different engine bay, while the 30 is next year's F2 car. The 31 is this year's works Repco-engined Tasman car, one or two of which will be run by the works in the Australian races of the forthcoming Tasman Series.

It seems hard to realise that Brabham's first major win was as recently as mid-1962 (when Jo Schlesser won an FJ Monthéry international with his BT2), as by now BTs have amassed hundreds of victories all over the world. Looking at the list of potential customers for 1969, the only advice we can offer is to get your order in quickly.

AUTOSPORT, NOVEMBER 15, 1968



Jack Brabham on his way to his first 1966 F1 victory at Silverstone, in the BT19 (note 15-ins wheels) . . .



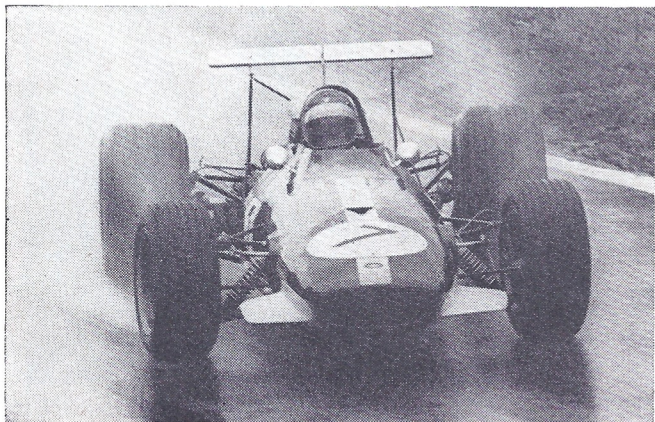
. . . and on his way to another victory in the British GP at Brands Hatch in the BT20 the same year, by which time he was virtually assured of the world championship (note 13-ins wheels and neater nose).

Type No.	Model	1961	1962	1963	1964	1965	1966	1967	1968	Total
BT1	MRD Formula Junior	1								1
BT2	BRD Formula Junior		11							11
BT3	Formula 1		1							1
BT4	Intercontinental (FPF)		3							3
BT5	Sports car (Ford 1600 cc)			2						2
BT6	Formula Junior			20						20
BT7	Formula 1			2						2
BT7A	Intercontinental (FPF)			3						3
BT8	Sports car (FPF)				9	2	1			12
BT9	Formula 3				13					13
BT10	Formula 2				17					17
BT11	Formula 1				5					5
BT11A	Intercontinental (FPF)				5					5
BT12	Indianapolis				1					1
BT13	Number not used									
BT14	Formule libre					9	1			10
BT15	Formula 3				26		32			58
BT16	Formula 2				12					12
BT16A	F2 with F3 engine				21					21
BT17	Sports car (Repco V8)						1			1
BT18	Formula 2						6			6
BT18A	F2 with F3 engine						32			32
BT18B	F2 with Ford 1600 cc engine						8			8
BT19	Formula 1 (Repco V8)						1			1
BT20	Formula 1 (Repco V8)						2			2
BT21	Formula 3						4	45	1	50
BT21A	Formule libre (Ford 1600 cc)							10		10
BT21B	Formula 3 and Formula C							4	27	31
BT21C	Formule libre (Ford 1600 cc)							2	16	18
BT21X	Formula 3								1	1
BT22	Intercontinental (FPF)						1			1
BT23	Formula 2 (Cosworth FVA)							9		9
BT23A	Intercontinental (Repco V8)							1		1
BT23B	Intercontinental (FPF)							3		3
BT23C	Formula 2 (Cosworth FVA)							3	10	13
BT23D	Intercontinental (Alfa V8)							1		1
BT23E	Intercontinental (Repco V8)							1		1
BT23F	Formula B (Ford 1600 cc/FT200)								1	1
BT23G	Formula B (Ford 1600 cc/Mk 5)								2	2
BT24	Formula 1 (Repco V8)								1	3
BT25	Indianapolis (Repco V8)								2	2
BT26	Formula 1 (Repco V8)								3	3
BT27	Undisclosed									
BT28	Formula 3									
BT28A	Formula C									
BT29	Formula B									
BT30	Formula 2									
BT31	Intercontinental (Repco)									
Totals		1	15	27	50	71	88	81	63	397

N.B.—The original Formula Junior car (BT1) was chassis no FJ/1. Subsequent cars had chassis numbers with two letters denoting the type, ie FJ, F1, F2, F3, IC or SC, followed by the number of that chassis, then the last two digits of the year of production, eg SC.3.64. From the beginning of 1967 car production, the chassis numbers have comprised only the BT type number as a prefix and the number of the chassis, eg BT21A.10.



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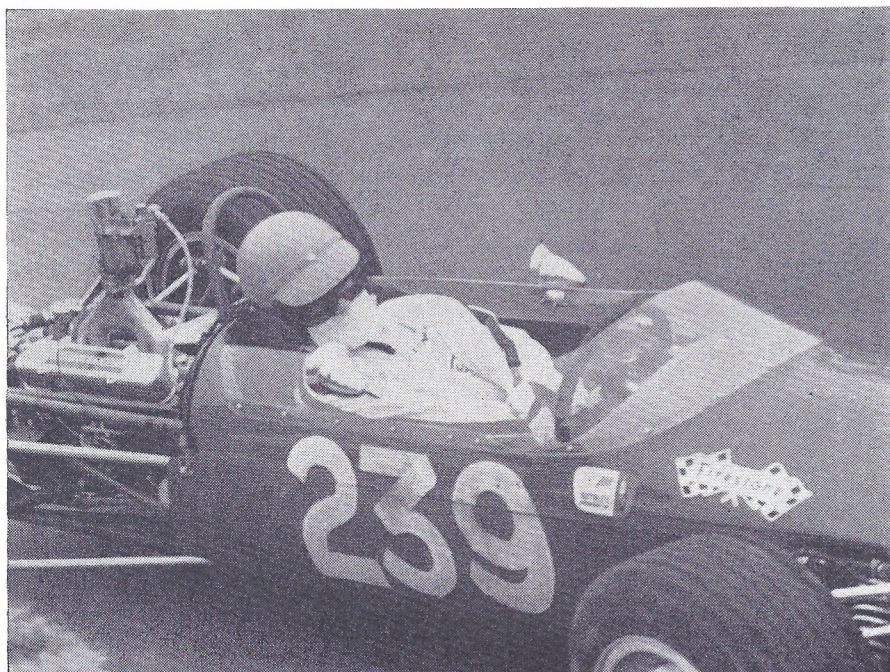
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Redex final: Roger Taylor (Dagenham Escort TC) leads George Whitehead and Ken Dawes (Anglias) up into Druids on the opening lap, with David Alexander's Top Gear Cooper S coming through on the inside.

Photo: Peter Burn.

## Lanfranchi king at Brands

By MARK COLE

**T**ONY Lanfranchi established his absolute supremacy over Brands Hatch on Sunday when for the second time in eight days he broke the outright club circuit record. Driving the Fraser F3 Merlyn at the Sevenoaks & DMC's Redex Championship race meeting, he lowered his own 51-sec record to an astonishing 50.4 s.

No less than £700 prize-money was going in the Redex Championship saloon races, run as two heats and a final. Ray Calcutt was back at the wheel of an Alan Fraser 1.0 Imp after a considerable absence; he celebrated by leading the up to 1000 cc heat from start to finish, challenged only by Bill McGovern's Bevan Imp. McGovern found the pace too hot, though, and after clinging to the Frimp for 8 laps holed the block with a bang coming out of Clearways. Martin Raymond (1.0 Cooper S) inherited second place after disposing of yet another Imp, the slightly-underpowered Nightingale car of Lanfranchi. Simon Ridge and Terry Harmer (Coopers) fought for fourth, Harmer getting the better of Ridge and almost of Lanfranchi on the last lap. Lawrie Hickman had started his Anglia-MAE from the 10-sec grid, passing nine cars to finish sixth.

The second heat saw the big boys out, George Whitehead taking pole with his 1760 pushrod Anglia and keeping at bay the near-brakeless Escort TC of Roger Taylor, and David Alexander's Top Gear 1300 Cooper S. Terry Croker's Anglia was chased into fourth by that of Ken Dawes, and just behind them Peter Lague and Dennis Leech battled in their Cooper Ss for sixth, Lague taking the place. The start had been something of a shambles: Gerry Marshall (2.0 Shaw & Kilburn Viva) had jumped the flag and collided with Martin Birrane's G5 Falcon at Paddock, both continuing but Birrane retiring a lap on with no clutch. Marshall, now with a 1 min penalty, went on to duel with John Wales' Ford Berpop, colliding with it at Druids on one occasion, and so busy were these two changing places on the last lap that Bob Parkinson (1.3 S) nipped past both on the line.

The final saw Taylor turn the tables on Whitehead, for he had a head start into Paddock and led from thereafter, although the Anglia driver made a brave last-lap effort to catch, only to be very badly baulk-

ed by a gaggle of Minis being lapped. Alexander clung onto the leaders for the first few tours, then sat back to assure himself of the up to 1300 class, keeping just ahead of Lague and Leech who were at it again, this time split by Dawes. Up to 1000 class winner Calcutt brought the little Frimp home ahead of Croker, who had recovered well from a huge first-lap moment all the way through Paddock after being forced off. On lap 1 Leech had spun at Druids scattering cars in all directions, and then Ken Costello (1.3 Cripspeed Cooper S), Parkinson and Harmer all went off at Clearways, Costello being a lap late in restarting. Lanfranchi hurriedly abandoned the Nightingale Imp when it blew up in a big way right in front of the pits halfway through.

A good Formula Ford field came out for the Guards Championship round, with Schenken a notable absentee now he has clinched the title and gone off Spring-boking. Schenks or no Schenks, Tony Trimmer (Frank Williams Brabham BT21) was out to show what he could do, and won the race with style, breaking his own FF record by 0.2 sec and Schenken's race record in the process. Ray Allen was an early threat in the MRS Merlyn Mk 11, but his suspension collapsed at Bottom Bend on the second lap and Renato Bertorelli (Merlyn Mk 11) inherited second; two laps on, he was passed by David Walker's new Jim Russell Lotus-Holbay 51, and Bertorelli dropped yet one more place when Peter Lamplough got his Titan—slightly bent after a shunt at Oulton the previous day—past into third near the end. Henry Clark had a good drive in the new Macon, pulling ahead of Kevin Glynn's MRS Lotus 51 after Ed Patrick (MRS Merlyn) managed to have two big moments early on, the second culminating in a spin at Clearways.

Warren Pearce arrived on pole for the Amasco prod sports race to find his E-type clutchless; he made a slow start, but at the end of the first lap was ahead of the diverse Midgets of Roger Enever, Gabriel Konig and John Britten. Pearce pulled ahead, Mrs K pulled off at Clearways with a dead engine, and Britten pulled his finger out to overhaul Enever—in Nigogosian's car—for second place. Rod Longton's TVR was fourth, finishing 2 secs ahead of Garo

Nigogosian (in the exchange Enever Midget) and Bob Shellard's MGB. John Gott's Healey 3000 was seventh home and up to 3-litre class winner, despite being on 5 cylinders.

The Yazaki round saw Big Tony with the Fraser Merlyn squatting on its usual pole position, with Keith Jupp (F3 BT18) and Keith Holland—about to have his first F3 drive—in the Fraser Brabham BT21. As the flag fell, Lanfranchi smoked his YB11s off to a perfect start, with Holland just behind, while poor Jupp sat on the line with his throttle linkage broken. Lanfranchi broke the circuit record on his eighth lap on his way to victory, while Holland came in a good second, which absolutely delighted Alan Fraser. Clive Lacey brought the Courtenay Brabham-Climax GT in 8 secs later. All the action was down in fourth place, however, where Peter Deal (F3 Brabham BT18), John Gillmeister (F3 Lotus 32) and Sam Brown (F3 Brabham BT21) were having a huge dice. Deal held off the determined Australian and American for 8 laps, then Gillmeister boomeranged by at Clearways to take a well-deserved fourth place. The astonishing Fred Saunders was really on form, his Mermaid Racing Austro Vee—with special 1500 Wooler motor—keeping near to the F3 people.

**Redex Championship, heat 1, for saloons up to 1000 cc (10 laps):** R. Calcutt (1.0 Hillman Imp), 9 m 56.4 s, 74.85 mph; 2, M. Raymond (1.0 Mini-Cooper S); 3, A. Lanfranchi (1.0 Hillman Imp). **Fastest lap:** Calcutt and W. McGovern (1.0 Hillman Imp), 58.8 s, 75.92 mph.

**Redex Championship, heat 2, for saloons 1000 to 1300 cc and over 1300 cc (10 laps):** 1, G. Whitehead (1.8 Ford Anglia), 9 m 48.0 s, 75.92 mph; 2, R. Taylor (1.8 Ford Escort TC); 3, D. Alexander (1.3 Mini-Cooper S). **Fastest lap:** Whitehead and Alexander (1300 cc record) 57.6 s, 77.5 mph. **Class winners:** Alexander and Whitehead.

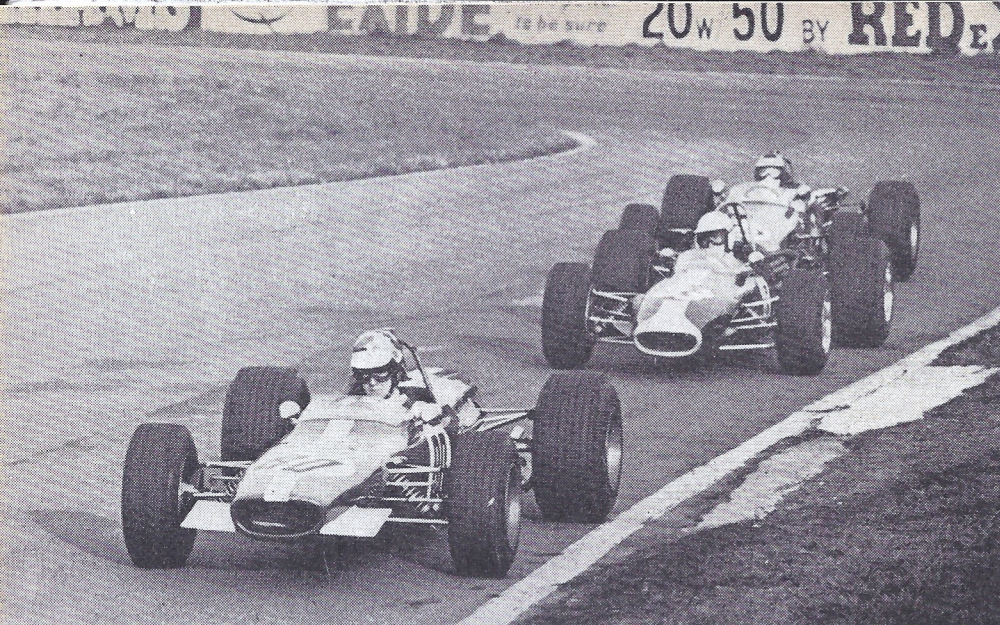
**Redex Championship final for saloons up to 1000 cc, 1000-1300 cc and over 1300 cc (15 laps):** 1, Taylor, 14 m 32.0 s, 76.79 mph; 2, Whitehead; 3, Alexander. **Fastest lap:** Whitehead, 57.2 s, 78.04 mph. **Class winners:** Calcutt, Alexander and Taylor.

**Guards Formula Ford Championship round (10 laps):** 1, A. Trimmer (Brabham BT21), 9 m 23.8 s, 79.18 mph; 2, D. Walker (Lotus 51B); 3, P. Lamplough (Titan Mk 4). **Fastest lap:** Trimmer, 55.2 s, 80.87 mph (record).

**Amasco Prod Sports Championship round up to 1150cc, 1151-2000 cc, 2001-3000 cc and over 3000 cc (10 laps):** 1, W. Pearce (3.8 Jaguar E), 9 m 34.8 s, 77.66 mph; 2, I. Britten (1.3 MG Midget); 3, R. Enever (1.3 MG Midget). **Fastest lap:** Pearce, 56.2 s, 79.43 mph. **2000 cc record:** Britten, 57.0 s, 78.32 mph. **Class winners:** M. Bundy (1.1 Austin-Healey Sprite), Britten, J. Gott (3.0 Austin-Healey 3000), and Pearce.

**Yazaki Formule Libre Championship round (10 laps):** 1, A. Lanfranchi (F3 Merlyn-Lucas-MAE Mk 14), 8 m 37.2 s, 86.31 mph; 2, K. Holland (F3 Brabham-Lucas MAE BT21); 3, C. Lacey (2.7 Brabham-Climax BT18 GT). **Fastest lap:** Lanfranchi, 50.4 s, 88.57 mph (outright circuit record).





Tony Lanfranchi's Merlyn leads Chris Williams' Chevron and Bev Bond's lap record-breaking Brabham at the exit of Old Hall during their Lombank F3 dice.

## Dead heat at cold Oulton

By IAN TITCHMARSH

**A**UTUMNAL motor racing will not feature in next year's Oulton Park calendar but last Saturday's Mid-Cheshire MRC meeting was certainly a success, with six races being briskly run off in equally brisk weather. The season was brought to a magnificent climax in the very last race when Chris Williams and Bev Bond dead-heated for first place in the *formule libre* event, the first time such a thing has happened at Oulton.

With his eye already on next season, Brian Robinson brought along his new FVA-powered Escort for the two saloon races, and although the car seemed to be still suffering some troubles in the braking department, the young Tynesider had two relatively unchallenged wins. In the first event, he had to start from the 10-sec mark, but by lap 3 he had carved a path through the shoals of Minis ahead of him and then pulled out a 12.8 sec margin of victory over Ian McDougall's very fast Mini-Cooper S, another to start from the "second" grid. As the field settled down, a dice developed for third place between the Coldwell Twin Cam Mini of Bill Needham, Clinton Bourke's 1.0 Cooper S and the 1.3 Ss of Roger Matthews and Tony Dealey. Needham led the group for most of the time but on the last lap Matthews caught up and pipped the smaller car on the line, while Bourke, who had led for the first two rounds, also had to give best to the 1.3 Cooper S of Hugh Denton. Hillclimb specialist Dealey obviously only reckoned on going a sprint distance for he ran out of petrol on the fifth lap.

The Guards Formula Ford round was full of interest for not only did Jim Russell's new Lotus team have a Lotus 51B for David Walker to back up Claude Bourgoignie's 51A, but two works Alexis Mk 15s appeared in the hands of F3 pilot Ian Ashley and Keith Wilson, the latter having put up some first-class drives in his own Russell-Alexis. Wilson had to start from the back of the grid and so it was the familiar blue Brabham BT21 of Tony Trimmer which set about challenging the very fast Lotuses with their Holbay-tuned engines. Trimmer led on lap 1, but team-work by the Russell boys had Walker in front for the next four laps, with points-chaser Bourgoignie being given his turn on lap 6. Unfortunately the

Belgian became so involved while lapping some back-markers at Clay Hill that he lost control of the Lotus and hit the crash barrier. The car was badly crushed and Bourgoignie was taken to hospital with a broken collar bone and other injuries. Trimmer nipped smartly into the lead and it seemed that he might just be able to fend off Walker. However, a final effort by the Lotus driver at Knickerbrook took him ahead, and Trimmer was second by 0.2 sec. John Elliott in his Mk 11A-bodied Merlyn Mk 11 took third on the road but a penalty for a push-start dropped him to eleventh, elevating Wilson's Alexis which had motorised up well from the back. Ashley became involved in a hectic struggle with the Merlyn Mk 11A of John Moulds, Peter Wagstaff's Russell-Alexis and Derek Lawrence's Titan, but a spin at Esso where he was having to slip the clutch dropped him behind all bar the Titan. Before the accident, Bourgoignie had taken 2 secs off Tim Schenken's lap record, which says something for the new Holbay engines.

The GT and prod sports race was not an epic, but was remarkable for the fact that Chevrons of varying types occupied the first six places. Phil Silverston (Chevron-BMW B8) kept the promising new-

comer Jeff Hodgson in a similar car firmly in his place by leading for all of the distance except for a short while on lap 4; Silverston's tweak-of-the-week enabled him to lap faster than ever before and keep the more developed ex-Lepp car at bay. More Chevron-BMWs, those of Richard Shardlow and Ian Skailes (B6s), took the next places followed by Don Hulme's clubmen's Chevron B2 and Glyn Jones's Chevron B3 t/c. Roger Enever suffered a locking brake at Esso on lap 1 and spun, but thereafter drove his 1.8 Midget as skilfully as usual to take seventh place from Richard Sutherland's 1.1 Sprite on the last lap. Derek Walker, after a rousing first lap when he held down sixth spot in the Ladybird Mk 7, gradually fell back to be lapped but still took the 1-litre class.

The last four Lombank rounds at Oulton had been won by Tim Schenken, and in his absence at Kyalami the F3 race seemed wide open. However, sitting inscrutably on pole position and with a set of Firestone YBills for the first time was Tetsu Ikuzawa (continued on page 39)

**Saloons up to 1000 cc, 1001 to 1300 cc and over 1300 cc (8 laps):** 1, B. Robinson (1.6 Ford Escort-FVA), 15 m 46.0 s, 84.05 mph; 2, I. McDougall (1.3 Mini-Cooper S); 3, R. Matthews (1.3 Mini-Cooper S). **Fastest lap:** Robinson, 1 m 53.8 s, 87.34 mph. **Class winners:** W. D. C. Needham (1.0 Coldwell Mini t/c), McDougall and Robinson.

**Guards Formula Ford Championship round (10 laps):** 1, D. Walker (1.6 Lotus 51B), 18 m 24.8 s, 89.97 mph; 2, A. H. L. Trimmer (1.6 Brabham BT21); 3, K. Wilson (1.6 Alexis Mk 15). **Fastest lap:** C. Bourgoignie (1.6 Lotus 51A), 1 m 47.2 s, 92.72 mph (record).

**GT and prod sports cars up to 1000 cc, 1001 to 1600 cc and over 1600 cc (8 laps):** 1, P. Silverston (2.0 Chevron-BMW B8), 14 m 3.6 s, 94.25 mph; 2, J. Hodgson (2.0 Chevron-BMW B8); 3, R. T. Shardlow (2.0 Chevron-BMW B6). **Fastest lap:** Hodgson, 1 m 43.8 s, 95.76 mph. **Class winners:** D. Walker (1.0 Ladybird-Ford Mk 7), D. Hulme (1.5 Chevron-Ford B2) and Silverston.

**Lombank Formula 3 Championship round (12 laps):** 1, T. Ikuzawa (Brabham-Holbay BT21B), 20 m 16.8 s, 98.02 mph; 2, A. Lanfranchi (Merlyn-Lucas MAE Mk 14); 3, C. M. M. Williams (Chevron-Lucas MAE B9B); 4, B. Bond (Brabham-Holbay BT21); 5, D. Berry (Brabham-Lucas MAE BT21B); 6, C. Williams (Brabham-Lucas MAE BT21). **Fastest lap:** Bond, 1 m 39.2 s, 100.20 mph (record).

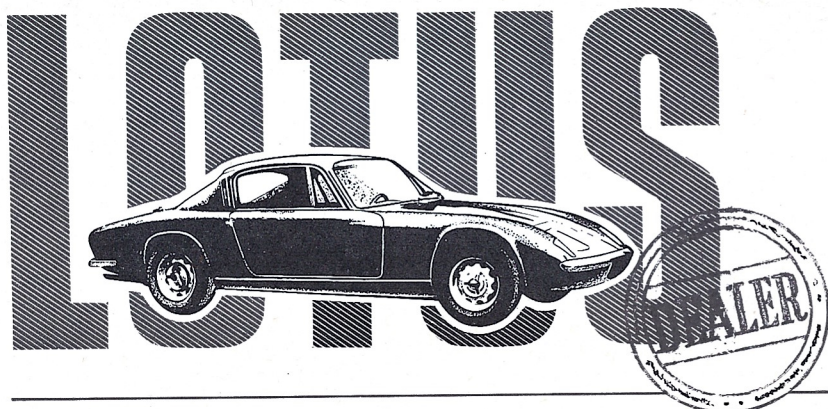
**Saloons up to 1000 cc, 1001 to 1600 cc and over 1600 cc (8 laps):** 1, B. Robinson (1.6 Ford Escort-FVA), 15 m 38.2 s, 84.75 mph; 2, I. McDougall (1.3 Mini-Cooper S); 3, H. M. B. Denton (1.3 Mini-Cooper S). **Fastest lap:** McDougall, 1 m 53.4 s, 87.65 mph (equals class record). **Class winners:** I. Harrington (1.0 Mini-Cooper S), Robinson and I. Forrester (1.7 Ford Anglia).

**Single-seater and sports-racing cars (8 laps):** 1, C. M. M. Williams (F3 Chevron-Lucas MAE B9B) and B. Bond (F3 Brabham-Holbay BT21), 13 m 46.8 s, 96.17 mph; 3, D. Berry (F3 Brabham-Lucas MAE BT21B); 4, N. Foulds (F3 Brabham-Broadspeed BT21); 5, P. Silverston (2.0 Chevron-BMW B8); 6, B. Maskell (F3 Brabham-Holbay BT21B). **Fastest lap:** Berry, 1 m 41.0 s, 98.41 mph. **Class winners:** Williams/Bond and Silverston.



Brian Robinson scored two wins in his new Escort-FVA.





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What it takes to be a  
Grand Prix driver—here are  
the Facts! by Barrie Gill

leslie frewin





Rallycross

## Lydden: Skelton wins both days

THE BBC gave the best coverage that could be asked of them for Saturday's TEAC rallycross, due to the very lucky cancellation of many sports events that afternoon. They were provided with another good series of races which again counted for the Wills Trophy, and with the very slippery conditions that prevailed, the racing was very interesting. Master of all the slipping and sliding was Tony Skelton, in his 1275 Cooper S, who did his runs in a tidy manner which did not reveal his fast times.

"Dabbs' Bank," the one on the outside of the cinders, was again proved to be a rather dangerous device and if the rallycross circuit is going to be used throughout the winter, this should be flattened as soon as possible. Sid Cleverly hit it full on with his Nerus 1300 Mini and suffered a few cracked ribs in doing so. The conditions were terrible and very soon there were few drivers who had not spun or made some other mistake. Another certainty was *melées* on the chalk when two or more cars were near each other. Many cars spun and collected others, and the Thornes (Paddy and Val) regularly spun their Lotus Cortina on the apex of the chalk bend. Another miscreant was Brian Secker, whose 1650 Anglia was seen to gyrate a record number of times on one run.

Bill McGovern was in the Emery Imp



Winner of both the TV and the clubmen's event was Tony Skelton, whose Mini here leads Derek Hearn's Fargo Tiger, Paddy Thorne's Cortina and Jim Wicks' Anglia for the cameras.

with a turbocharged 1150 engine, and his first outing at rallycross was quite successful. Chris Coburn and the Blydenstein Viva GT were not the unsorted pair that they were last time: Coburn had remounted the engine rearwards by over 8 ins in order to get the weight ratio a little more in favour of the rear wheels, and this worked well. Tim Baker, down for his first try at rallycross, had not got his new Nagspeed 1293 Cooper S ready, and so brought the Sebring Sprite, which was a little outclassed. Roy Edwards was another who did not have his car ready (the Ventora that he found in the floods has not yet had its rebuild) so he came with his Mini with 1.3 Weslake engine.

The first runs saw many incidents, but Skelton and his Cooper showed that they were as good as Huw Wheldon and his car and set a fast time which was going to be hard to beat. Paul Kerridge in the Holbay-engined Lotus Europa had a slight *contretemps* with the fast Symonspeed Elf when John Symons spun and took the Lotus with him. Brian Drake made some of the best television appearances when he went out with Dave Biggs 1.0 Imp. Drake's 1650 Escort came off a little the worse in

the second outing, which ended in a three-car pile up and the Escort's side being highly modified.

Brian Chatfield did not get the breaks that he needed—his Cooper S just lacked the steam to beat Skelton. He had some good runs but was fairly beaten by Richard Franks (Cooper S). Another "wildman" was Tony Merridale who really tried, but he managed to beat his brother Bob, both running up banks and spinning all over the place in their ex-Lee-engined Broadspeed Anglia. Rod Chapman was having second-gear trouble, and it finally gave out going into the chalk on his last run; the slow laps put him right down to seventh place.

The final runs were to be the decider and Paul Kerridge stood a very good chance of winning as long as he made a respectable time; but he spoiled his chances when he did a bit of mountaineering on two laps, although he was 2 secs over the required time.

1, Tony Skelton (1.3 Mini-Cooper S), 9 m 38.2 s; 2, Richard Franks (1.3 Mini-Cooper S), 9 m 39.6 s; 3, Brian Chatfield (1.3 Mini-Cooper S), 9 m 39.8 s; 4, Paul Kerridge (1.6 Lotus Europa 47), 9 m 39.8 s; 5, Huw Wheldon (1.3 Mini-Cooper S), 9 m 46.4 s; 6, Jon Mowatt (1.0 Mini-Cooper), 9 m 52.6 s.

### Sunday

The clubmen's event had a lot of non-starters mainly due to the damage caused by Saturday's, but the remaining cars and drivers had a good day's sport. The track was in the same state as before, except that the chalk was even more slippery and it caused someone in every run either to mount the bank and get stranded on the top, or, as on two occasions, to go right over the top. Huw Wheldon, after clouting the bad bank in practice, flew over the lower part of the chalk bank on his first run and gave up, taking his 1300 Cooper S home for a check up. John Rich went over the banking and down a 10-ft drop, but luckily did this in slow motion and so was perfectly okay.

Again Tony Skelton won the event, emulating Huw Wheldon's winning ways of the previous occasion. His runs gave him BT, but were slower than Saturday's. Graham Craker (Cooper S) managed to get near to Skelton, but made a hash of his second run and threw away all chance of a win.



Griff Griffiths slides his VW ahead of Bill McGovern's Emery Imp, Brian Secker's 1650 Anglia and a Mini during Saturday's meeting.

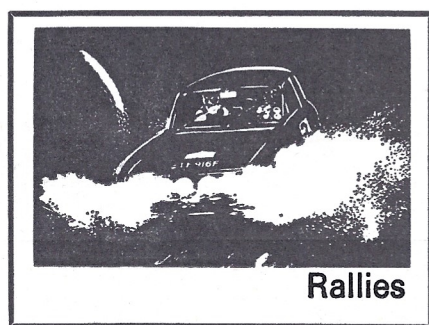


## club news

list was that of Ian McCaig (1.3 Cooper S), who drove with considerable verve and enthusiasm for a win and a brace of seconds. Local ace Ron Charlton (1.6 Perdal Anglia) clocked up his 157th award by winning the £15 for sixth fastest total time; had he not clobbered a marker on his second run he would in fact have been a tanner better off in fourth spot.

JOHN HIGHAM.

1, Norman Harvey (1.3 Mini-Cooper S), 11 m 25.4 s; 2, Mike Butler (1.3 Renault-Gordini R8), 11 m 38.2 s; 3, Stan Clark (1.6 Ford Escort TC), 11 m 45.4 s; 4, John Boulden (1.3 Mini-Cooper S), 11 m 46.0 s; 5, Ian McCaig (1.3 Mini-Cooper S), 11 m 49.2 s; 6, Ron Charlton (1.6 Ford Anglia), 11 m 55.8 s; 7, Ray Allan (1.3 Mini-Cooper S), 11 m 57.8 s; 8, Colin Wild (1.6 Ford Escort TC), 12 m 6.0 s; 9, John Poole (1.1 Mini), 12 m 9.0 s; 10, Jim Howden (1.0 Hillman Rallye Imp), 12 m 12.4 s.



Rallies

## Corsair takes South Bucks Autumn Leaves

THE regulations for the South Bucks MC's Autumn Leaves Rally last weekend stated that it was a classic, simple, elegant, deceptive event, and with John Brown as Clerk of the Course some 70 navigators were out to show Colin Malkin that his choice of co-driver this year was incorrect. Pole position was given to the quorum from this year's Hants and Berks Experts winning crew John Bridger/Mike Mancey/John Cooley (Cooper S), who were given preference over Irvine Laidlaw/Chris Nash (Triumph TR5) and Micky Margulies/Julian Chitty (Lotus Cortina). Chitty was highly delighted for his lady driver was at the head of a long list of the fair sex including Frances Cobb, Fern Palmer, Dorothy Selby-Boothroyd and Helen Walford.

From the Oxford start, the first section was defined by four pieces taken from a 1914 map of the area, the roads shown now having been converted to lay-bys, and by the time the last crew started it was rumoured that every lay-by on the way to Bicester was packed with rally cars. The second route card—a spineless red herring—showed only the red paths and roads on the map, and was followed by a comparatively simple six miles of crossing vertical and horizontal grid lines.

Crews had next to turn left at two coloured road crossroads, which necessitated a double loop of sorts, and two secret checks were included to catch the unwary. Bridges over tracks of old railways next showed the way to the Moreton Pinkney white, and by TC8 numerous crews still had clean sheets.

● After the Darlington & DMC's Croft meeting last weekend, current positions in the *World of Sport* championship are as follows:

1, N. Harvey (1.3 Mini-Cooper S), 18 pts; 2, P. Harper (1.0 Hillman Imp), 10; 3, Mike Butler (1.3 Renault-Gordini R8) and J. Williamson (1.3 Mini-Cooper S), 9; 5, S. Clark (1.6 Ford Escort TC), 8; 6, J. Boulden (1.3 Mini-Cooper S) and M. Dabbs (1.3 Mini-Cooper S), 7; 8, I. McCaig (1.3 Mini-Cooper S) and B. Lee (1.6 Ford Escort TC), 6; 10, R. Charlton (1.6 Ford Anglia) and R. Freeborough (1.3 Mini-Cooper S), 5.

● Positions in the TEAC Autocross/Rally-cross Competition are now as follows:

1, J. Wicks (1.65 Ford Anglia t/c), 21.9 pts; 2, H. Wheldon (1.3 Mini-Cooper S), 21.3; 3, N. Whitting (1.6 Ford Anglia t/c), 18.0; 4, D. Baldwin (1.0 Timp-Hillman Spl), 16.5; 5, P. Watkin (1.0 Hillman Imp), 12.4; 6, P. Kerridge (1.6 Lotus-Ford Europa), 10.7; 7, T. Graham (1.6 Lotus Elan), 9.1; 8, R. Merridale (1.3 Ford Anglia), 7.9; 9, A. Skelton (1.3 Mini-Cooper S), 7.7; 10, R. Chapman (1.6 Ford Escort TC) and E. Tooley (1.6 Ford-Lotus Cortina), 7.3.

This all changed on the next section, defined by any-order signposts, many crews having to return to get the route check at the junction just after the start. Ultimate winners South Bucks secretary Alec Lewis and Mike Wise (Corsair GT) dropped their first minute here, but had trouble finding the two Top Secret route checks somewhere in Oxfordshire on the following section, and a 4-min penalty left them sharing first place at half way with the Bridger trio, while Scorpion winners Jeff Heselwood/Roger Powell (Cortina GT) were a further 2 mins adrift in third place.

A back-to-front route card was next followed by a 4½-mile trip round the parishes to the west of Banbury, after which competitors were invited to a 21-min Local Parish Hop. This took in the Fulling Mill Farm road to keep the drivers happy before a spot height and contour lines section around Shenington. Irvine Laidlaw's TR5 unfortunately left the road on this section, and both he and Chris Nash were taken to hospital and detained.

A deceptively easy looking altigraph proved deciding on the next section, Bridger/Mancey/Cooley and Heselwood/Powell incurring a route check penalty of 20 mins each while Lewis/Wise got it all correct and were only 2 mins late. Judging from the penalties, most people found this the hardest to sort out and the organisers relented with a simple any-order grid-line section to allow fevered brows to cool.

The final section had to do with "arithmetic progression" and proved that John Brown cannot do his sums. An ambiguity had many crews opening their panic envelopes (a regular feature of the event which allows everyone to get around the route for modest penalties), and it was deemed fairest to delete this section completely.

As said on these pages recently, assorted navigation still has a place in club rallying, and the slick unstraightforward Autumn Leaves has probably now joined South Bucks' other rallies in assuring itself a full entry list in future years.

DONALD CLOSE.

1, A. Lewis/M. Wise (Ford Corsair GT), 7 m; 2, P. Smith/B. Miller (Ford Cortina GT), 20 m; 3, J. Heselwood/R. Powell (Ford Cortina GT), 27 m; 4, B. Clarke/A. Jardine (Ford Cortina GT), 30 m; 5, J. Bridger/M. Mancey/J. Cooley (Mini-Cooper S), 37 m; 6, G. Cameron/J. MacNeill (Mini), 45 m; 7, Fern Palmer/R. Palmer (Ford Escort GT), 50 m; 8, M. Haeghele/I. Swan (Standard 10), 58 m; 9, D. Eckford/D. Albery (Viva), 60 m; 10, Micky Margulies/J. Chitty (Ford-Lotus Cortina), 63 m.

Semi-experts: Cameron/MacNeill.  
Novice award: R. Hinge/D. Snell (Morris Minor 1000), 67 m.

● The Craven MC's Craven Rally on November 2/3, a smooth 180-mile event on OSs 181 and 182, was won by the Lotus Cortina of Brian Newman/Stuart Gray. Results:

1, B. Newman/S. Gray (Ford-Lotus Cortina), 5 m 50 s; 2, J. Stevens/M. Mancey (Mini-Cooper S), 6 m 15 s; 3, W. Harrap/R. Palmer (Ford Cortina GT), 7 m 6 s; 4, G. Davis/M. Wise (Ford Cortina GT), 7 m 50 s; 5, D. Minchin/B. Harris (Mini-Cooper), 8 m 26 s; 6, A. Hemmings/D. Close (Ford Cortina GT), 10 m 18 s; 7, P. Appleby/I. Kennet (Ford Cortina GT), 10 m 35 s; 8, C. Drake/B. Langley (Ford Anglia GT), 16 m 28 s; 9, D. Ives/G. Jones (Ford Cortina GT), 17 m 39 s; 10, P. French/N. Wright (Mini-Cooper), 20 m 25 s.

● Final placings in the Players No. 6 Scottish Rally Championship, organised by the magazine *Motor World*, are as follows:

Drivers: 1, M. Hibbert, 690 pts; 2, A. Macrae, 650; 3, W. Mackay, 480; 4, A. Robertson, 410; 5, A. Cowan, 360; 6, C. B. Miller, 350; 7, B. Coyle, 340; 8, F. MacRae, 330; 9, A. I. Milne, 320; 10, W. D. Taylor and R. C. S. Brown, 290.  
Navigators: 1, J. N. Withers, 710; 2, C. Myers, 490; 3, P. Macintosh and P. Lindsay, 420; 5, J. M. Jeffrey, 370; 6, J. F. Munro, 360; 7, J. R. Thorburn, 320; 8, A. G. Gentles, 280; 9, D. J. Allison and G. Dean, 270.



Other events

● The final results of the 1968 Corona Challenge Trophy competition at the BARC SW Centre's Gurston Down hillclimb have been announced. The trophy is awarded to the competitor who improves by the widest margin on the class record at any of the four meetings at the Wiltshire hill. The winner, making up for his defeat in the similar BARC Hillclimb Championship, is Peter Voigt in his very pretty and fast DRW-Imp, who gets £50; second (£25) is Chris Cramer (1-litre Cooper S) from BARC champion Jeff Goodliffe in his BRT Cooper S (£10). The £5 fourth prize goes to Mike Bundy in his Sprite, which is now sold. The first 15 are as follows:

1, Peter Voigt (1.0 DRW-Hillman Mk 6), 4.09; 2, Chris Cramer (1.0 Mini-Cooper S), 3.22; 3, Jeff Goodliffe (1.3 Mini-Cooper S s/c), 2.93; 4, Mike Bundy (1.1 Austin-Healey Sprite), 2.64; 5, Brian Woodfield (1.1 MG Midget), 2.04; 6, John Francis (1.3 Mini-Cooper S), 1.93; 7, Miss Judith Day (1.5 Marcos-Ford GT), 1.74; 8, Tom Christie (1.3 Mini-Cooper S), 1.63; 9, Sandy Hutcheon (1.0 Mini-Cooper S), 1.62; 10, Jeremy Speed (1.0 Mini-Cooper S), 1.52; 11, Chris England (1.0 Mini-Cooper S), 1.32; 12, Peter Richardson (1.0 Ginetta-SCA G12), 1.19; 13, Frank Dent (1.0 Mini-Cooper S), 1.02; 14, Colin Rogers (1.0 Mini-Cooper S), 0.72; 15, Dr Henry Blackledge (1.33 Mini-Cooper S), 0.63.

The Equipe Brutoni award for 500 cc racing cars, which has done so much for this class this season, was won by Cooper-Norton Mk 10 driver Geoff Inglis.

● The 500 Owners' Association have issued their first newsletter, copies of which are available from Peter Kendall at 19 Cherrywood Drive, Putney, London SW15, at 2s 6d to non-members. The Association already has over 40 members, and more owners are joining all the time.

The first meeting of the Association, which sets out to encourage the current revival of 500s, has been arranged for Sunday, November 24, at Newbold House, Newbold on Stour, near Stratford.



## club news

● The MGCC's sprint at Silverstone last Saturday, a round of the Silverstone Sprint Championship, was cancelled because of fog. Current class leaders after this event (Jack Le Fort is the only driver to have gained maximum points) are as follows:

J. Wilson-Lee (1.0 Mini-Cooper), 5 pts; D. G. Woodard (1.5 Ford Cortina GT) and A. C. Harmer (1.3 Mini-Cooper S), 3; J. Francis (1.3 Mini-Cooper S) and R. J. Powell (1.3 Mini-Cooper S), 3; R. Crockett (1.3 Austin-Healey Sprite), 5; P. D. Watson (1.6 Lotus Elan), 3; A. C. Le Fort (3.0 Ferrari 250 GTO), 6; T. Faulkner (6.0 Attila-Cadillac V8 Mk 3) and D. Harris (1.5 DMF-Ford 2 t/c), 3; K. Wilson (5.3 Gordon Keeble-Chevrolet V8), 3; L. Gibbs (F3 Brabham-Lucas MAE BT21) and M. G. McDowell (F2 Chevron-FVA B10), 3. **Ladies' championship:** Miss P. Brooke (1.3 Mini-Cooper S) and Miss A. Martin (1.3 Mini-Cooper S), 5.

The third round will now therefore be the NSCC's meeting on November 23.

● High Eggborough, the De Lacey MC's autocross circuit near Whitley Bridge, Yorks, has had a complete facelift recently to accommodate cars four abreast. The inaugural meeting on the revamped course will be November 17. The circuit has been considerably widened and the many banks and mounds which obstructed vision have been bulldozed away to ensure spectators have maximum viewing potential.

Eric Jackson, who recently bought Ove Andersson's works Escort TC, has driven the car round in private practice and says "the course is fantastically quick and the improvements have made it one of the finest in the country." Jackson will be among a good entry who will be competing on the new course on Sunday.

### Oulton Park—continued

and the Frank Williams Brabham BT21B, and despite a superb start by his neighbour Tony Lanfranchi in the Alan Fraser Merlyn Mk 14, it was the skilful Japanese who secured the lead by Knickerbrook and inexorably pulled away from the pack. For six laps the Merlyn held down second, suffering from an off-form engine, with Bev Bond (BT21) trying very, very hard to find a way through. On lap 7 the Brabham driver seized his chance at Knickerbrook, but he couldn't get second gear a lap later at Esso so that both Lanfranchi and Chris Williams (Red Rose Chevron B9B) nipped ahead. Bond is a trier, and fought back to third with a lap to go, but once again Esso was his undoing, for he locked up a wheel trying to outbrake Lanfranchi and went off onto the grass, crunching the Brabham's nose against the bank. So Tetsu had it from Lanfranchi and Chris Williams, while Bond was rewarded with fourth and the first 100 mph F3 lap record. Dave Berry (Lythgoe BT21B) could only manage fifth with an engine suffering from an over-tight tappet and Cyd Williams was a circumspect sixth in the Goodwin BT21. The only retirement came from Brendan McInerney who retired his P & M BT21B with a broken water pipe after a spin at Cascades.

For the second saloon race, Robinson and McDougall shared the front row with Hugh Denton's Cooper S, and although an inspired McDougall led for a lap and later equalled Alec Poole's very worthy class record, the Escort won again from the two Minis. Matthews was a constant fourth in another 1.3 Cooper S but David Gravatte

went faster and faster in his similar car and almost caught Matthews on the line. Ian Harrington took over Bourke's 1.0 Mini and won his class and at the same time just won a race-long duel with Ray Huntley's 1.6 Anglia t/c for sixth position.

The F3 part of the entry dominated the *formule libre* curtain-closer with Bev Bond jumping into the lead from Chris Williams and Dave Berry, the latter's engine now performing properly. As the three screamed past the pits after one lap, Williams took the inside for Old Hall and scrambled into the lead. On the next lap it was Berry's turn to do likewise, but since he had two cars to pass the effort failed and he fell back a little, while the Jean Allen Brabham hounded the Chevron. Lap 4 and it was the nearest thing to three abreast into Old Hall, but a slight error by Bond saw the gap between him and Williams open just a shade. Once again Bond fought back and, using his head and his Holbay-power instead of his courage, he passed the Chevron on Top Straight. The old Chris Williams touch had returned, however, and after an abortive attempt at outbraking at Lodge on the last lap, he hung back a fraction through Deer Leap and then charged round the outside of Bond for the line. It seemed that Williams had it, but the Judges declared a dead heat while Berry ("There wasn't room for three cars!") had to make do with a fine third. The rest didn't really matter, but Norman Foulds completed the F3 domination with fourth place in the David Bridges BT21 after Cyd Williams had retired with a broken rocker-arm, while Silverston won the sports-racing category in his Chevron GT.

## correspondence

### Formule Libre—Guyanan style

I HAVE been an avid reader of your fine magazine for over a year now, and after careful study of your classified advertisements I bought a Ford-Lotus Anglia twin-cam (ex-Rod Mansfield Team Anglia). The classified ads were a great help because I only had ten days in the UK to choose, try out and ship the car; this was easily accomplished thanks to prior knowledge of what was available and roughly what typical prices were.

At the moment in Trinidad there isn't a great deal of competition, but interest is high and everyone is awaiting official government approval of our circuit at Waller Field. There is a wide range of equipment here, ranging from a lightweight BRM-tuned Elan to assorted Imps, Cortina GTs and Renaults, via my Anglia, four Holbay Cortinas, several hot Minis, a brace of Lotus Cortinas, numerous MGBs and a pair each of Formula Fords and Formula Vees.

Twice a year we get together with enthusiasts from Barbados, Antigua and Surinam, and we all go to Guyana where we have a weekend of car and motor-cycle racing, which is much enjoyed by all. At present classification is a mixture of British club rules and American SCCA categories; this is partly to ease the problem of very limited entries. However, Formula Ford is beginning to look increasingly promising and both the Guyana MRC and the Trinidad ASC are trying to encourage their members to think in terms of FF with a view to international competition in the future.

The scene in Trinidad should be very encouraging once the government approves the circuit; three major oil companies have promised to help in varying degrees by providing facilities and finance. The actual circuit needs very little work and has been in use unofficially for some years; safety banking, spectator barriers, pits and paddock look like being the main problems.

In Guyana the paid attendance at the twice-yearly meetings varies between 10,000 and 13,000, with many of the poorer people cycling

30 miles to attend. There is a good deal of "international" rivalry, particularly between Trinidad and Guyana, and this brings the crowds flocking! In Trinidad interest is, if anything, higher; we have nearly three times the population and it is much more car conscious. The next Guyana meeting will be March 28-30; Trinidad will be sending a team of eight cars, and others may make their way, so that about a dozen cars should be there to take on the numerically superior Guyanans. Unfortunately my job as a pilot for Texaco has been transferred to Houston, Texas, and if I want to remain solvent I have to go too, but it will take a great deal to keep me away from Guyana in March.

PORT OF SPAIN, TRINIDAD, WEST INDIES.

A. S. B. KELSHALL.

### How not to run a race meeting

I SEE that there has been some correspondence in your columns on the organisation of race meetings recently. In addition your account of the meeting in question mentioned some shortcomings in certain respects of the organisation at the time. Based on another club's efforts at another circuit, here are some ideas on how not to run a race meeting:

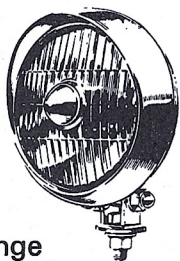
1. Put the date of the meeting in the Blue Book one week out.
2. Do not tell prospective competitors until four days before practice whether or not their entry has been accepted.
3. Do not send competitors a list showing names of other competitors, their cars, or in what races such other competitors may be running.
4. Make a muddle of scrutineering and practice times in final instructions. Issue amended reporting times to competitors on arrival at the circuit, but in some cases too late to make adherence possible.
5. State quite clearly in the final instructions "drivers in two races will only practice once."
6. On race day omit from the grid altogether any competitor taking part in more than one event who has observed rule 5, or if he insists, make him start at the back of the grid with a time penalty, along with those who may have been late for practice on account of rule 4.
7. Give competitors taking part in more than one event a different competition number and a different pit number for each event.

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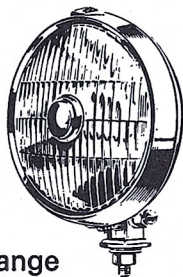
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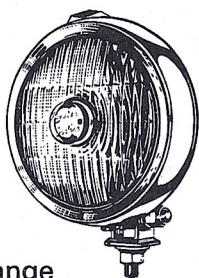
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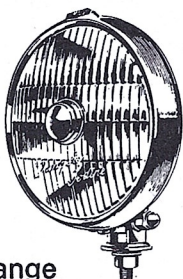
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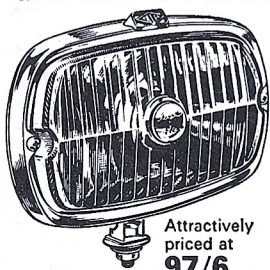
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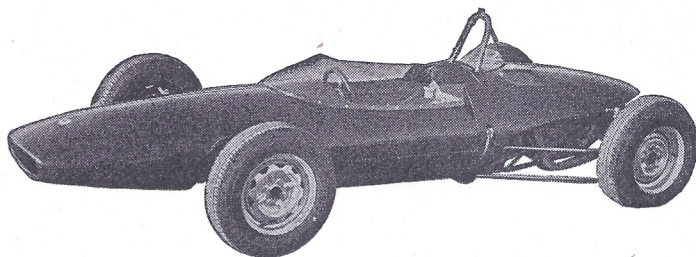


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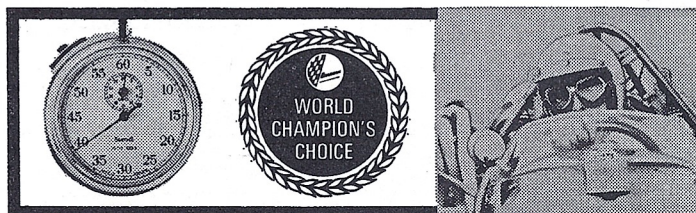


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**2600 RUDDSPED BERTONE 2 plus 2 coupe**, 1966, immaculately preserved in its original unmarked Sea Blue contrasting beautifully with sumptuous cream leather and deep pile unworn carpets. This rare car is one of the ten especially prepared by Ken Rudd with triple twin-choke Webers, special camshafts and modified suspension, and one was described by a roadtester as setting a standard by which others can be judged. Original list around £3500. It is now offered at under half price. This is the only one on sale, don't miss it. Rudds, High St., Worthing 773 (and Southampton 54635). (TC)

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AUTOSPORT, NOVEMBER 15, 1968

# AUTOSPORT

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**275 GTB LIGHTWEIGHT**, 1966. Ex Le Mans class winner, now converted road use. Beautifully finished in silver blue, £3,800 o.n.o. Consider exchange 911 S. Eversley 3230. (46)

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1964 Alfa 2600 Sprint GT. Outstanding condition with radio, white, brown trim, cost over £2,700.

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1965 Mini-Cooper. This car can be supplied with Shorrock's supercharger or normal carbs, one owner. Many special features.

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1968, G4, kit three-quarters built, in primer, unregistered, 1500 cc engine, balanced, A2 cam, modified GT head, twin 40DCOE Webers, uprated 1st, 2nd, 3rd gears, all wiring and instrumentation fitted. This car is running well and must be worth £550 ono. (Trailer available). Tel: Ramsbottom 3336 (Lancs.). (46)

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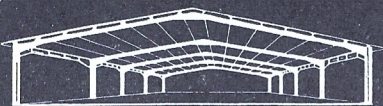
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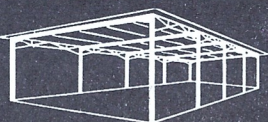
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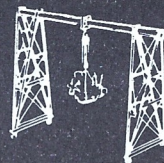
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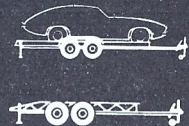
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**XK 150, FHC,** rebuilt, resprayed, AA inspected, £395. Tel: Walton 28766 x 46, 01-337 2898 (evenings). (46)

**1964 3.8 MK 2,** silver blue, manual, overdrive, reclining seats, belts, radio, tow bar, Cints. Unmarked. £620. Tel: Pelsall 3715. (46)

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**1963 E TYPE JAGUAR,** white coupé, excellent, heater, radio. Tel: Brixham 3997 evenings; Paignton 50971 day. £850. (47)

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**CANARY YELLOW 3.8 1961 "E".** Wires and oversize tyres, special cams, reclining seats. Blaupunkt radio. V. fast road car. Real crowd drawer. Only £359. Might p/exchange. Tel. MIL 7429. (46)

**E-TYPE 1962 D.H.C.** Radio, Cints. £525 o.n.o. Tel. Hull 855096 evenings. (46)

**3.8 Mk II JAGUAR,** 1961, opalescent green, chrome, wires, Webasto roof, reclining seats, seat belts, Cinturato tyres, manual with overdrive, £285. Tel: Asfordbury 304, Leicestershire. (46)

**XK150, 1959, FHC.** We are proud to offer a very beautiful example in pristine cotswold blue. Gleaming chrome, extras include disc brakes, wire wheels, expensive air horns, etc. The mechanical aspect is of the same high standard as the appearance. Good XKs are keenly sought for capital investment, this is such a car at £395. Jones Garage (Syston) Ltd., Syston, Leics. Tel: Syston 2257. (46)

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**SEE YOU at the Club Lotus dinner/dance,** Europa Hotel, London W1, Saturday 16th November. Tickets from 128 Newmarket Road, Norwich, or Tel: Wymondham 3411. (46)

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**ELAN COUPE,** 1966, beautiful mustard yellow, black trim, 24,000 m, new tyres, superb condition inside and out, radio, extras, taxed, £1015 ono. Tel: SLO 4982. (47)

**1968 LOTUS ELAN +2,** red, privately and liberally driven by retiring company director, impeccable condition. £1750. Tel: Mr Kennedy, Bognor Regis 4596 (Sussex). (47)

**LOTUS 31 F3,** 1965, Holbay side draught, 9000 rpm. This car is in as new condition throughout, fitted 7 in and 8 in mag wheels, Dunlop CR65s tyres, Lotus gearbox, chrome suspension, finished in red. Car is complete with Halston trailer, car has never been in any accidents, car is also on Monoposto Register. £750, or exchange, or sell less engine. Tel: Bournemouth 58407. (46)

**LOTUS ELITE SUPER 95,** Built in April, 1968. F registration, Dark metallic blue, numerous extras, and in immaculate condition, £795. Tel: Hume 01-654 5960 (evenings); 01-930 3261 (day). (47)

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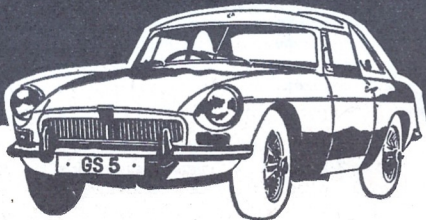
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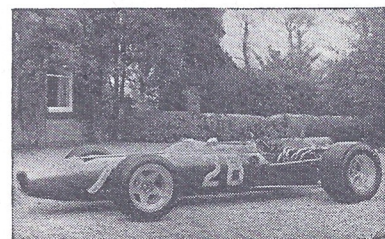
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1966, reg. no. GOR 1D, suspension lowered, total reduction, 4 in overall, negative camber, front/rear, 512J, 4 new F100, fully balanced, 1150 cc engine, F1J pistons, lightened flywheel, Stage IV head, competition, 1 1/2 in SU's, prepared for road/drag sprints (traffic lights), taxed, £395. Tel: Modified Motors Ltd., Bognor Regis 5087. (46)

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**BASIL ROY LTD.**, main London distributors—Official spare parts stockists. Service and repair. Sales enquiries for overseas visitors or purchasers invited. 161 Gt. Portland Street, W1. Tel: 01-LANham 7733. (TC)

**BOWMAN & ACOCK LTD.**, Worcester Road, Malvern, Worcs. Morgan distributors. Tel: 3262. (TC)

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**MORGAN +4**, 1968. Wire wheels, modified head, competition clutch. All extras. £975. Box ASP 507. (46)

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**F-FORD** Dulon kits or complete cars. Details from Max Perenco Products Ltd., 7 Blenheim Road, Kidlington, Oxford. (TCAW)

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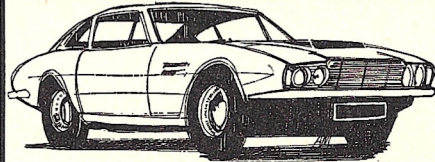
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**1963 Austin Healey Sprite.** Without doubt a real eye-catcher, finished completely in white. Ashley hard top and you know how good looking Ashley hard tops are, twin spots and heater, making this car with its low mileage and excellent set of tyres a buyer's dream for only

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**Trailer, Dan Parker Mk. III.** 15 cwt., as new **£75**

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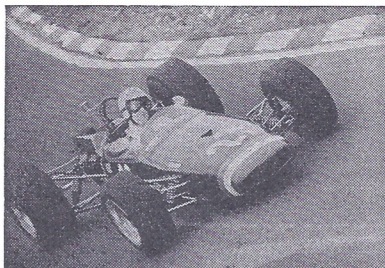
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Their Immaculate Formula 3 Brabham BT21 as raced by Kinny Lall

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Latest Alexis F3, Mk 12, built October '68.

Y6 11 tyres. As New.

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driven by Rob Cox

is offered for sale due to change of plans for 1969. Fitted with a 1300 and 10 cc Fairspeed engine, limited slip diff, 8½ in mag wheels, 4.75 x 1000 (184 mix) R7s.

Also just fitted for next season completely redesigned suspension incorporating telescopic dampers, radius rods and "H" frame axle location at rear, with F3 type suspension at front. Constructed by Dastle.

This car has cost over £1800 to build and has had numerous wins and places this season.

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1967 Mk. II, 1966 Mk. I, as driven by Brian Robinson and Tony Dean (3rd British Saloon Car Championship) offered with or without the choice of F.V.A. or B.R.M. Phase IV twin cams. Both cars and engines have been completely rebuilt and are ready to continue winning next season. P.X. taken, H.P. arranged.

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1967/68 F Ford Cortina convertible. Saluki Bronze. 8,000 miles only, fitted radio, twin spots, wood dash board. Cost £1,395. NOW £925

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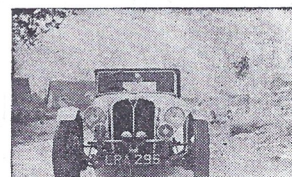
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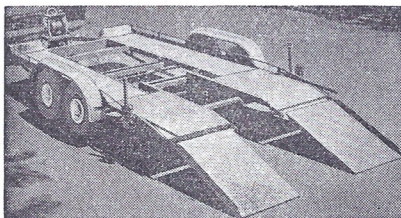
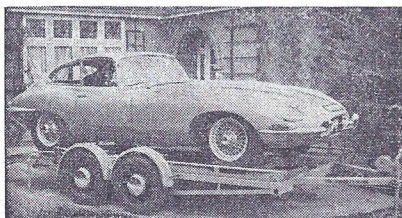
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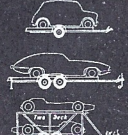
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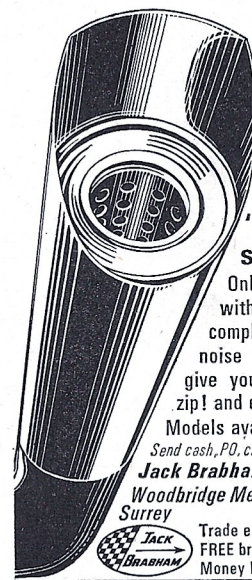
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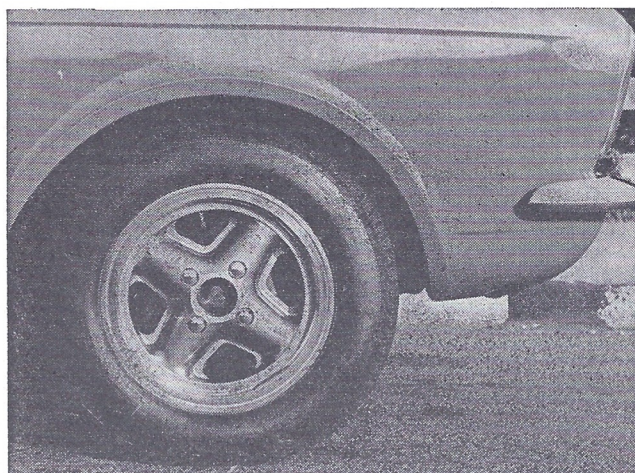
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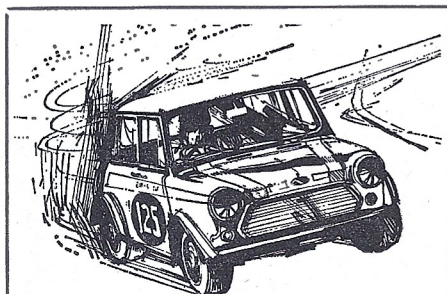
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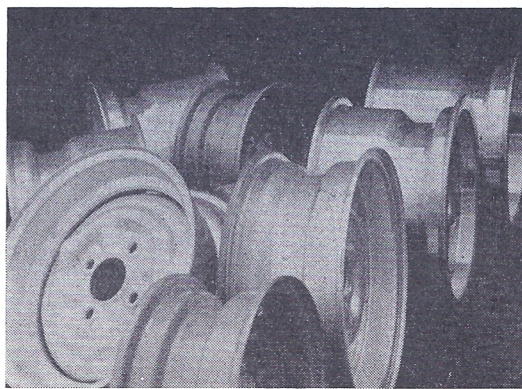
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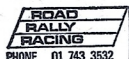
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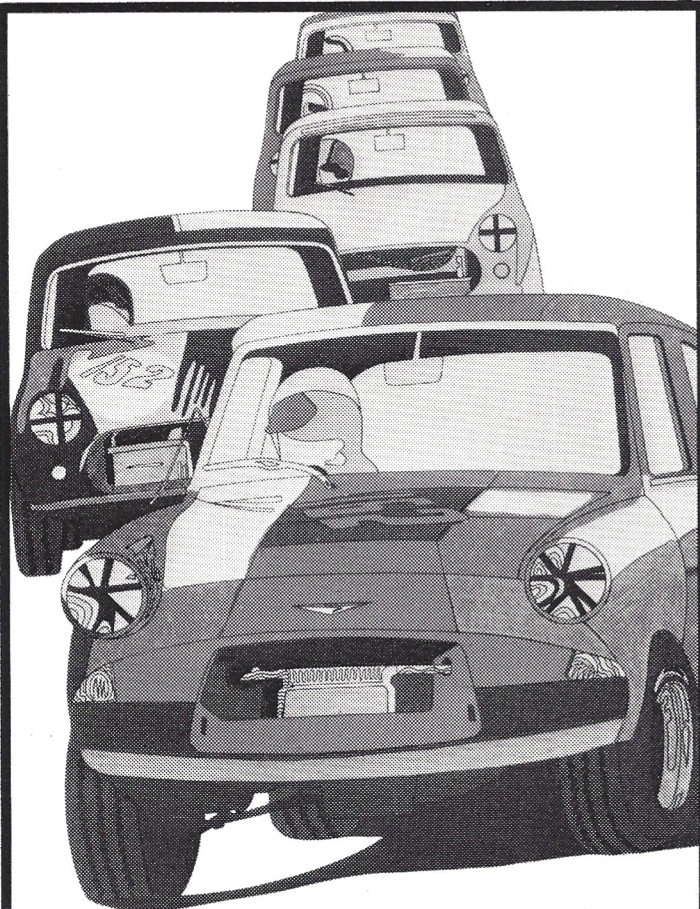
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